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MEMORANDA

Concerning

BALTIMORE CITY

AND ITS SURROUNDINGS.

DEDICATED TO THE

WESTERN EDITORS

WHO VISIT BALTIMORE ON THE

EDITORIAL EXCURSION

OVER THE

BALTIMORE AND OHIO RAILROAD

AND ITS

WESTERN CONNECTING LINES,

MAY and JUNE, 1860.

NOTHING BUT
EDITIONS

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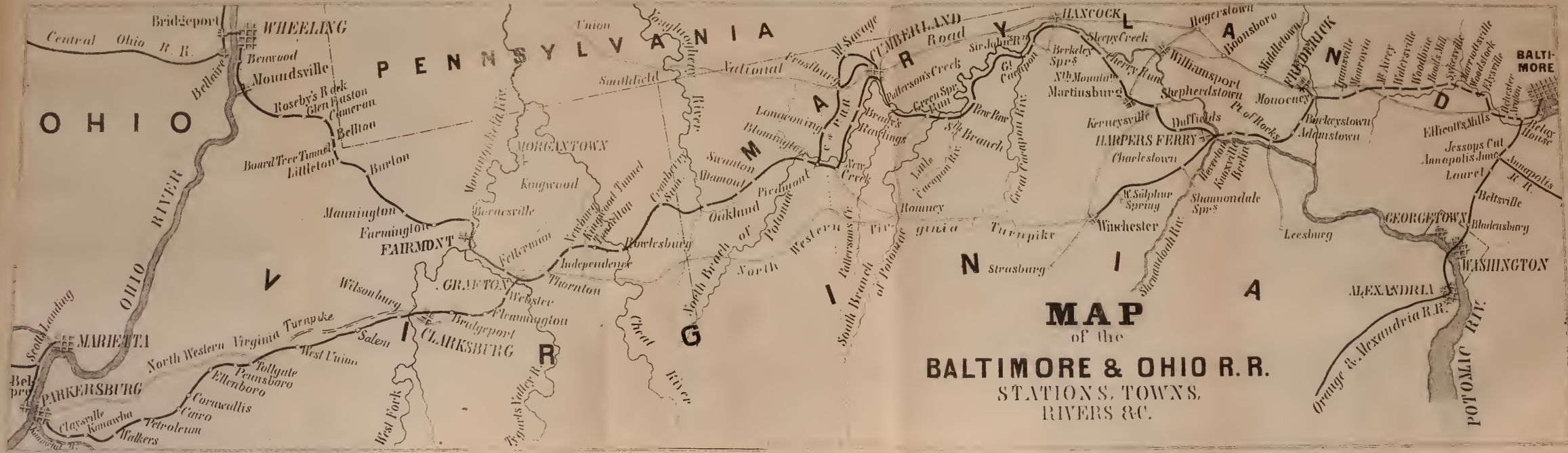


MAP
of the
BALTIMORE & OHIO R.R.
STATIONS, TOWNS,
RIVERS &C.

INTRODUCTORY.

The accompanying articles—the first from "The Book of the Great Railway Celebrations of 1857," the second from the "Southern and Western Journal of Progress" of the same year—have been reproduced in a convenient form. for the purpose of presenting to the guests of the Baltimore and Ohio Railroad, on the Editorial Excursion, such information as may prove opportune and useful to them during their visit to Baltimore.

Though prepared but little more than two years ago, a perusal of these articles, with an actual inspection of the city, will shew that even in the short time named, BALTIMORE has not failed to make some marked and important advances in the path of prosperity. Steadily maintaining her position, even amidst the gloom and discouragement that has attended the commercial prostration of the whole country, the first dawning of returning prosperity has found her prepared for a renewed struggle, and already successful in appropriating to herself some of the most valuable results of this awakened business activity. The present season, in its business results, has been one of the most prosperous our city has enjoyed for years past, and it closes with the promise of a still more active renewal in the Fall. The commercial connections of the city have been extended and increased; old customers have been attached more firmly, and the trade from many new sections has been drawn hither, with a good hope of rendering it permanently contributive to the prosperity of the city.

In our railway connections, whilst no new or important lines to the Westward or Northward have been

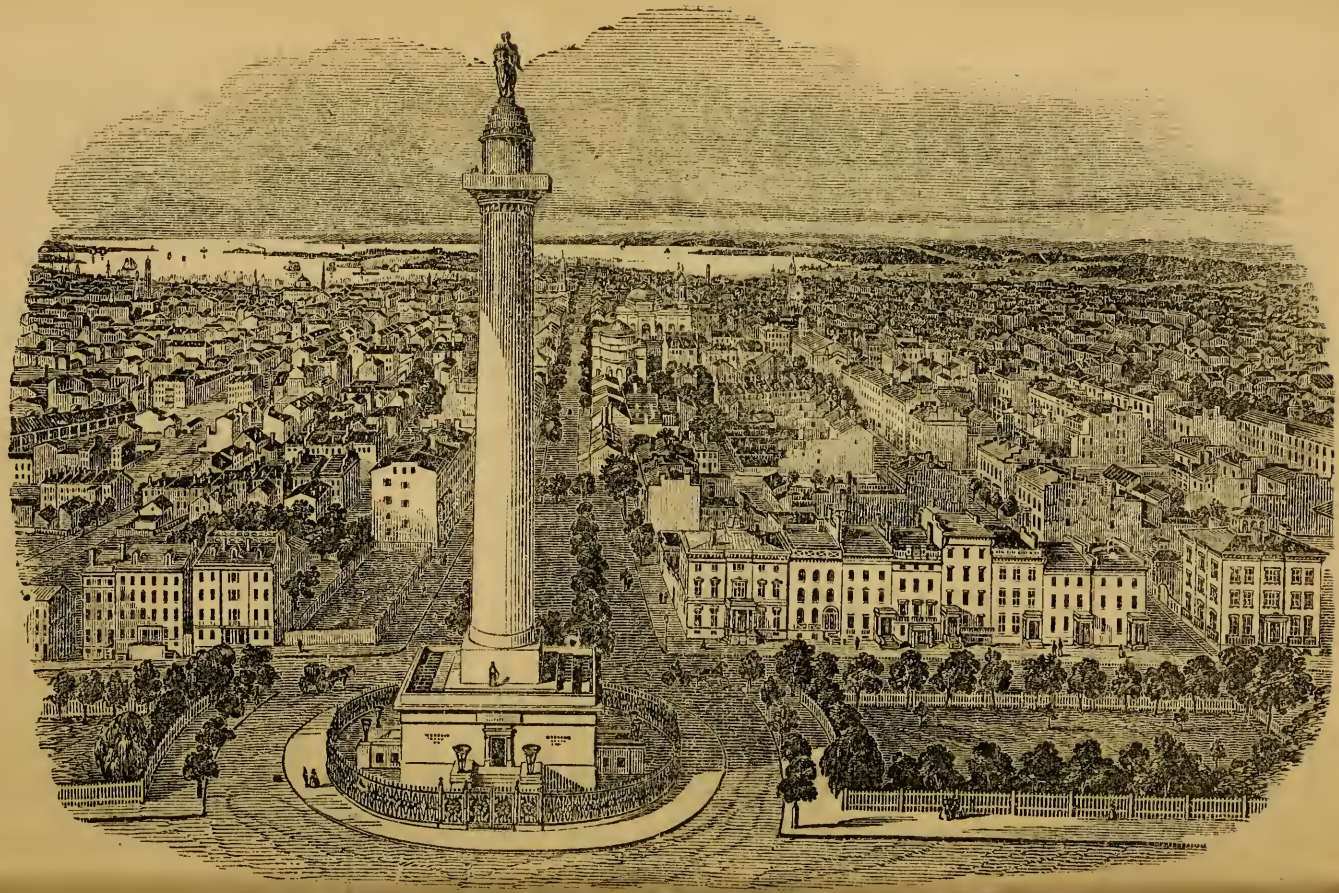
recently opened, yet our communications with those sections have received all the advantages growing out of the perfection and consolidation of existing lines, and the increase of experience, of which the exigencies of the two last years have been so fruitful, in the practical management of railways, and the expeditious forwarding of passengers and freight. Southward we have to note an important addition to these facilities of our city. The completion of the Virginia and Tennessee Railroad, and of the Mississippi Central Railroad, has not only placed Baltimore within seventy-two hours, by uninterrupted railway transit, of New Orleans, but has also confirmed to her the position of the nearest and most accessible of the great Atlantic cities, to that vast region of the South, through which these new lines of communication penetrate.

In the local belongings of the city, there are also exhibited many of the results of an expanding and permanent growth. The needs of a population, numbering already a quarter of a million of people, and increasing steadily at the rate of ten thousand a year, are everywhere evidenced in the extension of the city, the opening of new streets, the erection of new houses, which from mere neighborhoods grow rapidly into compact suburbs, and are constantly carrying the city farther and farther into the country. In the business section the same evidences of improvement are visible. Rows of massive warehouses demonstrate by their solidity and extent the expansion of business, and the progressive adornment of Baltimore street with edifices, which in costliness, beauty, and commodiousness, may not unfavorably seek comparison with the commercial palaces of New York show the demand which a flourishing trade is making for its accommodation.

Enterprises which are spoken of in the subjoined articles, as only in their inception, and others which were then hardly contemplated, have since became accomplished facts. The building of the "projected" Peabody Institute has added a new beauty to the elegance of the vicinity of the Washington Monument, a spot that will

be sure to attract as well as repay the inspection of our visitors. The street passenger railways—the greatest modern convenience of Metropolitan life—has distributed its tracks through the city, and provides in its cars comfortable and rapid transportation from one part to another of our extended limits. Steam and electricity have also been rendered subservient to the safety and convenience of the public. In its Fire Department, composed entirely of steam fire engines, and its admirable fire and police alarm telegraph, Baltimore may fairly claim to have reached, in both these particulars, a perfection not paralleled in the same degree by any of her sister cities. The new city jail, just completed, one of the most complete and imposing structures of the kind in the country, and the extensive works in progress of construction for the introduction of a more abundant supply of water into the city, will be found among the material evidences of Baltimore progress, which will reward the inspection of strangers, and toward the examination of which, every facility may be promised in advance, on behalf of those having them in charge.

In brief, it is desired, whilst presenting a sketch of what Baltimore is, to point out the steady progress still going forward, and to afford to the guests such information as will render their visit instructive as well as agreeable.



FROM THE "BOOK OF THE

GREAT RAILWAY CELEBRATION OF 1857."

The citizens of Baltimore found the visit of their Western friends productive of results eminently gratifying. They were enabled to repay to them the obligations of courtesy and hospitality under which they had been placed, and at the same time make manifest that Baltimore possessed within herself the resources of a great city, in which the visitor can supply all his business wants, whilst finding there also an abundant field for the gratification of his social instincts. The guests themselves found in Baltimore and its vicinity a variety of scenes and objects of interest that fully gratified their appetite for sight-seeing,—so entirely, indeed, as to induce the great majority of the excursionists to forego their intention of proceeding farther north, and to lead them to return home with the impression that what they had seen, heard, and experienced, was quite as much as the most exigeant of tourists could desire for the result of one trip to the Atlantic seaboard.

The attractions of Baltimore were on that occasion proved to be manifold. Its advantageous location, its pleasant and salubrious climate, its magnificent monuments, its great public institutions, the elegant private residences, which the industry and taste of its residents have contributed, the beautiful suburban retreats that surround it, and the bountiful hospitality that its people are so prompt to offer to those whom they receive as friends, each and all in turn were examined and enjoyed by the visitors. No city in the Union is surrounded by more objects of beauty and interest. Lippincott's Gazetteer, an impartial witness, may be quoted in confirmation of this assertion:

"Perhaps no city in the United States has such a picturesque site as Baltimore, covering, as it does, a number of eminences which furnish a pleasant variety for the stranger. If the visitor ascends the Washington Monument, in the northern part of the city, on a hill itself one hundred feet above tide, he has one of the finest panoramas furnished by any city in the Union. Immediately beneath and around him are some of the most capacious streets, lined with residences rarely equalled in elegance, size and position. To the north and northwest are the newer and finer buildings, constituting the

ton quarter of the city, while to the south lies the great centre of trade; a little to the south-east is the harbor, and beyond it Federal Hill, while far in the distance, but nearly in the same direction, stretches the beautiful arm of the bay, on which Baltimore stands. To the east and south, across Jones' Falls, lie the Old Town and Fell's Point, and to the west the newer portions, which are extending rapidly. The view is varied by the domes of the Catholic cathedral, the Unitarian church and the Exchange, by the shot-tower, the Battle Monument, and by the steeples and towers of the various churches and other large edifices (among which is the new and beautiful steeple of the Camden Station, which forms a conspicuous finger-post to the traveller) scattered in all directions; the whole girt on the north, west and east, by beautiful hills crowned with a natural growth of trees."

On every side the city is surrounded by a country of great natural beauty, presenting that intermingling of land and water, and hill and dale, which constitute the charm of landscape scenery. What nature has bountifully granted, art has lavishly improved. The splendid country-seats of its millionaire citizens dot the hill-sides and beautify the valleys for miles around its suburbs, pleasing the eye and gratifying the refined taste. Prominent among these, and to which the attention of every appreciative visitor to Baltimore should be directed, is "The Crimea," the splendid country-seat of Thomas Winans, whereon a highly cultivated natural taste, a large European experience, and abundant means, have reproduced all the beauties of the seignorial manors of the feudal estates of the Old World. The city residence and grounds of Mr. Winans have already become a prominent object of attractive interest to citizens and strangers, but this recently improved and still incomplete country place promises at once to far excel any similar estate in the Union. It is located within four miles of the city, and is quite elevated. The general character of the ground is wildly picturesque in the extreme. Its strikingly effective mansion, crowning the highest summit, completely overlooks the city and the neighboring country, and commands an admirable view of the Patapsco River and the Chesapeake Bay at its mouth. Bordered by more than two miles of Osage orange hedges—with its aboriginal forests, its beautiful running streams, its precipitous rocky hills, its lawns, its woodlands, its deer-parks, its fish-ponds, its meandering walks, its extensive floral and vegetable gardens, its

towering wind-mill, and its many other attractive features—this magnificent place must become the boast of Maryland, long before the taste and means of its owner shall have been exhausted in its perfection. The country-seats of Johns Hopkins, Reverdy Johnson, A. S. Abel, William McDonald, G. W. Lurman, Zenus Barnum, D. M. Perine, and many others, each in different styles of adornment and rural elegance, prove the æsthetical cultivation and worthily bestowed means of their owners.

From the surrounding hills, the surface of Baltimore undulates gently down to its beautiful harbor, which in turn possesses some remarkable points of attraction. Perfectly land-locked, the three branches of the Patapsco, spreading into ample sheets of water, offer a secure harbor for the commerce of the city, and afford to its citizens the fairest opportunity for the enjoyment of those aquatic sports and pleasures that furnish the best relief from the harassing toils and close confinement of city life. The noble Chesapeake Bay, which every Baltimorean considers a part of the belongings of his city, of which he speaks always with pride, from whose nearness he gathers health and pleasure, and out of whose waters he procures the choicest delicacies that make enviable Baltimore fare, is last but not least of the *ensemble* of natural beauties and attractions which endear the city to its inhabitants, and offer to the visitor a variety of sources of amusement and pleasure.

The public institutions of Baltimore, for the moral and intellectual advancement of her people, should also be honorably named among the attractions of the Monumental city. The University of Maryland, the patriarch of its scientific institutions, and the venerated Alma Mater of a large and eminent alumni, was incorporated in 1812, and is one of the most highly esteemed medical colleges in the country. It has a faculty of arts and sciences, of physic, of theology, and of law, and is well supplied with the materials for anatomical and clinical instruction. Baltimore College, which constitutes the collegiate department of the University, is under the general supervision of the regents—among whom is John H. Alexander, one of the most erudite scholars in the country—with a separate faculty of professors and teachers. The Baltimore Infirmary, a large and well managed institution, is also connected with the medical department of the University. The Maryland Institute, for the promotion of the mechanic and useful arts, though a young institution, has achieved the most decided suc-

cess. It occupies a field of widely extended usefulness, and through the medium of its numerously attended schools of design, a large and constantly augmenting library, its lectures of a literary, scientific, and chemical character, (the latter being given in connection with a very complete philosophical apparatus,) and its annual exhibitions of art and industry held in its large hall, has arrived at an importance which gives to it the highest place in the appreciation of the community. The projected and munificently endowed "Peabody Institute" will also soon be added to the list of public institutions, and whilst an ornament to the city, will unquestionably be capable of much useful effort in its field of operation. Did our limits allow, we might find something worthy of mention in connection with various other educational, scientific, and literary organizations of the city. The Maryland Historical Society, the Mercantile Library Association —one of the largest and best conducted of its class—the Maryland College of Pharmacy, the Baltimore College of Dental Surgery, and Loyola College, are each in their sphere institutions of established character and usefulness. The public school system of Baltimore is also one of its proudest boasts. It embraces seventy-nine schools, classed as primary, grammar, and high schools, (of which latter there are three, one male and two female,) with evening schools, and a "floating school" for amphibious learners. in all which, during the year 1857, eighteen thousand nine hundred and thirty-one children received instruction. The schools are nearly all conducted in buildings owned by the city, some of which are edifices of fine appearance, and admirably arranged for school purposes. The plan of instruction pursued is well digested, and is constantly being enlarged and improved, and the whole system is carefully promoted and liberally supported by the intelligent good-will of the people. In addition to its system of public schools, Baltimore is distinguished for a number of excellent and flourishing private academies, within which many of the resident youth, and large numbers of scholars drawn from the rural portions of the surrounding States, receive their education.

The moral, charitable, and reformatory institutions of Baltimore are also numerous and respectable. The Maryland Hospital for the Insane, now located on the eastern suburb of the city, but soon to be replaced by a more extensive and modern edifice in another location; the Mount Hope Hospital for the Insane, in the northern part of the city, under the management of the Sisters of Charity; the new and commodious House of Refuge,

already exerting a deep and beneficent influence: the Widows' Home, within whose beautiful edifice all of Christian care and kindness are expended upon its inmates; the Union Protestant Infirmary, into which sickness and suffering are the only required passports; the Protestant Episcopal Church Home, entering upon a like career of beneficent charity, in a large and admirably arranged edifice crowning the summit of one of the beautiful eminences in the eastern part of the city; the General Association for improving the Condition of the Poor, which relieved the wants of 10,000 persons in 1857; the Baltimore Protestant Orphan Asylum, gathering three hundred orphans under its sheltering care; St. Mary's Catholic Orphan Asylum, equally extended and successful in its provision for the young, and many other institutions, of which these named are only the most prominent, might be cited as among the organizations through which the private and public charity of Baltimore seeks to alleviate the suffering and promote the moral and religious well-being of the needy and poor within her gates.

In points of national and historical interest, Baltimore is not deficient. The proximity of Washington, and the almost hourly facilities afforded by the Baltimore and Ohio Railroad for a transit from one city to the other, has rendered the National Capital almost a suburb of Baltimore, and united the attractions of the two places. Washington, growing with the rapid increase of the nation, becoming every day a capital more distinguished for its magnificent public buildings, its points of national interest, and its polished and courtly society, must continue to concentrate upon it more and more largely the attention of the people of the country, and nourish that increasing taste which makes a visit to it one of the necessities of a home tour, omitting which no traveller will be considered to have "seen all that was worth seeing."

Nearer yet to her limits Baltimore claims among her historic lions Fort McHenry, against whose stout embankments and well-served batteries the British fleet in 1814 in vain discharged its thunders, and amidst the roar and glare of whose gallant defence the most popular of our national anthems—the Star Spangled Banner—was improvised by the patriotic Key. From the eminence of Fort McHenry, across the waters of the Patapsco, lies, almost within sight, the Battle Field of North Point—but eight miles from the city—whereon the gallantry of Baltimore volunteers, aided by the ready assistance of the

militia of Washington city, and the borough of York, in Pennsylvania, won honor and victory from a British invading force, and saved their city from the barbarian pillage and destruction which the same troops had but recently inflicted upon Washington. Annapolis—but thirty miles from Baltimore, on an arm of the bay—the "ancient city" of happy memories, has also an historic interest. Annapolis is one of the few cities of the United States that counts its age by centuries. It was founded in 1649, and yet presents in its aspect many of the peculiarities of the early colonial times. Its venerable State House, within whose Senate Chamber Washington surrendered his commission as Commander-in-Chief of the Army, yet stands untouched by time, and almost unassailed by improvement, one of the Meccas of the country, upon which the patriotic veneration of its sons will ever descend. Of the more modern attractions of Annapolis, the principal is the United States Naval Academy, the counterpart of West Point, and performing for the navy what the latter institution does for the Army, the raising up of successive corps of well educated, thoroughly disciplined, and scientifically efficient naval officers.

The commercial, trading, and manufacturing facilities of Baltimore must, however, be relied on as the principal attractive power that will bring to her the trade and travel of other sections of the country. In drawing toward her this necessary pabulum of a metropolitan city, Baltimore has already been greatly successful, and the future holds out the most solid promises of further and more important achievement. Her position at the head of the Chesapeake Bay, is one of superior advantage for foreign commerce, whilst the numerous lines of railway, radiating East and West, North and South, built mainly by her capital and controlled by her energy and enterprise, and having their termini within her borders, invite to the city the agricultural and mineral wealth of a vast interior. In the eloquent language of one of her citizens, she may justly claim to have "reached the threshold and stepping-stone of her true commercial greatness, and there is nothing now that can turn her back." Beside her large commerce carried on in sailing vessels with coastwise and foreign ports, Baltimore has regular steamship communication with Boston, New York, Philadelphia, Charleston, and Norfolk; whilst her fleet of steamboats keep up close connections with all the country bordering on the Chesapeake Bay and its tributaries. The foreign trade of the city, even under the commercial depression of 1857, showed an aggregate

value of inward and outward cargoes of nearly twenty-four millions of dollars. The arrivals at the port, exclusive of bay craft, in the year ending Dec. 31, 1857, included 286 ships, 181 barks, 323 brigs, and 1,903 schooners: total 3,693. Of these 73 ships, 96 barks, 224 brigs, and 182 schooners, were from foreign ports. The number of clearances during the same year was 3,732; of which 521 were for foreign ports. During the year 51 vessels, of 12,059 tons burthen, were built at the port. Of the general trade of the city, there is, perhaps, the most comprehensive view presented in the following extract from the last annual statement in the Baltimore American, a recognized authority upon all matters relative to the commerce of the city:

"For the first time, we believe, since Baltimore has attained any commercial importance, we have ventured to estimate the value of its business in actual figures. In doing so, we have chosen mostly to under-estimate rather than to set down values at hazard. This will be seen by the figures themselves in the statements which follow: and in order to approximate to something like the value of merchandise which constitutes the trade of our city, we prefix the following summary:

VALUE OF ARTICLES.

Dry Goods	$30,000,000
Coal	3,600,000
Coffee	3,500,000
Cotton	2,100,000
Fish	400,000
Flour	5,500,000
Grain	6,000,000
Guano	1,600,100
Pig and Bar Iron	2,000,000
Copper	2,000,000
Hides } Leather }	1,650,000
Live Stock	4,100,000
Provisions	8,000 000
Sugar	5,000,000
Salt	160,000
Molasses	1,000,000
Tobacco	4,250,000
Whiskey	2,500,000
Lumber	1,000,000
Wool	400,000
Total	$84,760,000

"The gross value of the articles above enumerated is set down in round numbers at eighty-five millions of dollars.—The enumeration, however, comprises only the largest items of merchandise, and is far from including everything.—We may observe that there is no estimate of many articles of great value, such as Brandy, Gin, Wines, Dried Fruits, Hardware, Cutlery, Gold and Silver Ware, Watches, Jewelry, Cigars, Stationery, Paints, Oils, Naval Stores, Malt Liquors, Staves, Bricks, Lime, Artificial Fertilisers, Drugs, Oils, Candles, Soaps, &c., &c. Nor do we include Ship Building, Steam Engines, Locomotives, Railroad Machinery, Agricultural Implements, Crockery and Glassware, which form a large aggregate.

"We regret much that there is no data on which we could form an estimate of the value of the trade in Oysters, prepared for exportation, of which immense quantities are sent to the Western States and to foreign countries, from this port exclusively, which we are confident may be set down at one million of dollars, and might probably be much more.

"As the principal articles of merchandise enumerated above, to which we are enabled to affix the actual value (because they mostly pass under the official surveillance of the Custom-House or of authorized inspectors,) amount in gross to eighty-five millions of dollars, we think it quite safe to estimate the value of the merchandise and produce generally, last enumerated, about half that of the former. This would make the general trade of the city, in round numbers, fully one hundred and twenty-eight millions of dollars."

The many and various facilities which Baltimore possesses as a manufacturing city, have gradually been brought into requisition until, in this point of progress, it is rapidly taking range with the most advanced of its rivals. The Patapsco River, and Jones' and Gwyn's Falls, afford an immense water power, extensively employed for flouring mills, of which there are about seventy within twenty miles of the city, with also a very large number of cotton and woollen mills, iron works, tan yards, and other important branches of productive industry. The cheapness of Cumberland semi-bituminous coal, its constant supply through the medium of the Baltimore and Ohio Railroad, and its superior adaptabilities for steam generating purposes, has also an important influence in developing within her limits a great variety of manufacturing interests. From an elevated point of ex-

amination, the city will be perceived to be surrounded on almost every side by lines of factories, mills, and manufacturing establishments, whose columns of dark smoke and jets of steam, demonstrate the constant activity and innumerable variety of her productive interests. These establishments embrace the manufacture of cloth, cotton, and woollen goods; paper mills, copper, glass, chemical and tobacco works; the iron trade in all its branches of melting, puddling, rolling, forging, and final product in the thousand of purposes of use and ornament to which the science of the age has made the metal applicable; steam engine and locomotive founderies, nail mills, hollow ware and stove factories; whilst in other departments of labor may be enumerated piano, cabinet ware, chair and wall-paper manufactories; cedar ware factories; steam, stone, and wood saw-mills, and a list that might be almost indefinitely extended of the numerous products for which the augmenting trade of the city has created a demand. In all these departments of labor, Baltimore has achieved some special excellence which has given to her manufactures a high rank. The product of her flour mills is valued for family use and export to South America and the West Indies; the achievements of her steam engine and locomotive builders have been attested by many triumphs of mechanical skill; her ship-builders have a national fame; her iron workers have successfully filled large and important government contracts, and in this way might be enumerated in all her branches of industrial enterprise the evidences of an ability to fulfil the largest demand that her commercial and trading progress may originate. From the best data at command, the manufacturing establishments of Baltimore are estimated to number about four thousand, in which is invested a capital of from twelve to fifteen millions of dollars, consuming annually raw material to the value of eighteen millions of dollars, and producing annually manufactured articles of the value of from thirty-five to forty millions of dollars.

With these favorable influences, and the important bases of a preferred geographical location, of completed lines of railway connecting directly with all sections of the country, with a large foreign and domestic trade, and a growing system of manufactures; Baltimore, through the social courtesies we have detailed, has sought to present her claims, extend her influence, and strengthen the ties which unite her interests with the vast interior coun-

try upon which all the Atlantic cities depend for prosperity and increase.

ESTIMATE OF THE TRADE OF BALTIMORE FOR 1859.

By the following paragraphs from the detailed Annual Statement of the Trade of Baltimore issued in January, 1860, it will be seen that there has been a very large increase since 1857, the year given in the preceding pages :—

The annexed table presents an aggregate, as near as possible, of the estimates of the amount of business transacted in the several branches of trade enumerated in our annual statement, as shown in the annexed text and figures. In the absence of an official and rigid system of statistics, it is difficult to obtain all the values of the thousand different branches of business in a great centre of trade like Baltimore. We have, however, endeavored, in presenting the annexed recapitulation, to approximate as near to the true value as possible, after consultation with experienced dealers in each specific branch of trade. In no instance has an over estimate been made, and in some an increase might with justice have been allowed. In this view the table may have a value as a basis upon which the whole trade of the city, in all its varied departments can be estimated :

Boots and Shoes	$3,650,000
Books and Paper	3,000,000
Coal	3,100,000
Ready Made Clothing	7,000,000
Copper	2,500,000
Cotton	2,600,000
Coffee	4,000,000
Drugs, Paints, &c	1,500,000
Dry Goods	30,000,000
Earthenware	1,250,000
Foreign Fruits	1,500,000
Salted Fish	325,000
Flour	5,000,000
Grain	7,087,000
Guano	3,000,000
Hardware	4,000,000
Foreign Spirits and Wine	1,500,000
Whiskey	1,500,000
Hat Trade	750,000
	$83,262,000

Brought up	$83,262,000
Iron	2,000,000
Leather	3,905,000
Live Stock	3,804,800
Lumber	1,675,000
Molasses	1,000,000
Naval Stores	267,000
Oysters	4,500,000
Provisions	7,000,000
Piano Trade	375,000
Salt	100,000
Sugar	7,000,000
Leaf Tobacco	2,775,000
Manufactured do	4,100,000
Cigars	800,000
Vessels built	200,000
Wool	400,000
Teas	300,000
Soap and Candles	740,000
Preserved Fruits	215,000
Total	$124,418,800

From the above it will be perceived that the value of the principal articles of merchandise, which enter into the trade of Baltimore, is approximately estimated at *one hundred and twenty-four millions of dollars.* To this estimate must be added the value of many articles not specially noticed, and the aggregate trade in which there are no means of accurately ascertaining; such, for instance, as Gold and Silver Ware, Watches, Jewelry, Malt Liquors, Cabinet Ware, Bricks, Lime, Carriages, Artificial Fertilizers, Steam Engines, Locomotives, and other Machinery, Iron and other Metal Castings, Marble, Granite, and a score of other unenumerated articles. If we estimate these at thirty millions, or about one-quarter the value of the enumerated articles, we have the grand total *of one hundred and fifty-four millions of dollars,* as an approximate estimate of the value of the general trade of the City of Baltimore during the past year.

[From the JOURNAL OF PROGRESS for 1858, then published by R. Edwards.]

THE CITY OF BALTIMORE.

No American city has a prouder history than Baltimore: Her devotion to liberty: patriotic efforts in behalf of national independence; gallant defence against foreign invasion; fidelity to the Union; conservatism, and moderation while the country was convulsed by bitter factions; the tone of her society; the integrity, hospitality, and public spirit of her citizens; all designate her as the model American city. Other cities may excel her in some unenviable particular—New York may import more goods, but she also imports more misery and vices.—She is, in fact a sort of reservoir of all the novelties of the day, from which other cities filter what is valuable; a quarantine, where are arrested many of the diseases that afflict civilization. A Bond street tragedy lifts the veil of her social life; a Schuyler and a Huntington exemplify her financial morality; and the tax list tells a singular tale of her reputed millionaries.

Baltimore, knowing her prosperity to be fixed upon a sure basis, has advanced, unenvious of feverish development, arising from unsound, speculative policy, by which fortunes are made and wrecked. She has been suspicious of an increase in population, faster than it could be assimilated; and, of so-called improvements, which are attended by ruinous incidents. Gradually adopting whatever a sound eclectic taste dictated, she has entered fully upon the policy of developing the natural advantages which insure her prosperity.

The commercial position of Baltimore, places her in the front rank of American Cities. In regard to foreign commerce, she can be second to none but New York, and indeed rivals that city; while her proximity to a home market, and the production of staples, renders her superior to any. Her location is central upon the Atlantic coast of the United States. The Chesapeake Bay, near which she stands, is a noble sheet of water, and equaled in commercial capacities by few of the great estuaries of the various parts of the world, that have attracted the notice and admiration of the mariner. It is deep throughout, and navigable for the largest vessels.—Its tributaries are rivers that furnish fine avenues of internal trade, and provide water power for all purposes of extensive manufacturing operations. There is no rapid

current, to render its navigation perilous from floating ice, as in New York Bay, where immense loss annually occurs from vessels being cut through and sunk.

The magnificent system of internal improvements which Maryland has completed, gives Baltimore ready access to the inexhaustible agricultural treasures of the South and the West, and to the rich mineral deposits of the Alleghanies. While the Baltimore and Philadelphia R. R. affords an avenue to the East; the Northern Central, to the North; the Washington Branch, to the South; the various lines of Steamers to all parts of the Coast; the Bay to the great highway of mankind, the Ocean; the Baltimore & Ohio R. R. furnishes her the key to the great West. The advantages of this latter road over the more northern routes, has been fully exemplified the past winter. While all the northern roads were obstructed by snow, or rendered impassable by freshets, this has been in complete working order its entire length, with the exception of a few hours in particular localities.—This is a condition of things likely to occur annually, and the West will not be slow to perceive the immense advantage which climate alone gives for communication with this market. In respect to salubrity of climate, no eastern city compares with Baltimore. This not only facilitates business pursuits, but renders life itself doubly valuable by the health and vigor which it imparts.

Baltimore City is situated upon the north side of an arm of the Patapsco River, 14 miles from the mouth of the Chesapeake Bay; 204 miles from the Atlantic by ship channel; in longitude 39° 17′ 23″ N. and 24′ E. from Washington; 39 miles from Washington; 97 from Philadelphia; 184 from New York; 420 from Boston.—The location is pleasant, upon a slightly undulating surface; and some of the elevations in the city command fine views. The city is advantageously seen from Federal Hill, Fort McHenry, and other points.

The streets are regular and spacious; the buildings are mostly of brick, and some of them exhibit fine architectural combinations. Jones' Falls, a small stream from the north divides the city, and over it are thrown some beautiful arched iron bridges. With the increase of population, improvements have been made in laying out avenues and streets, grading them, providing sewerage, etc. For this latter particular, the undulating surface affords fine opportunities; consequently the city is cleaner and healthier than any other in the Union.

The harbor around which it is laid out, is about three miles long, safe and capacious, consists of an inner basin, and an outer bay. The former admits vessels of light draft, quite into the city; and the latter, at Fell's Point, is accessible to the largest ships. Its entrance is commanded by Fort McHenry, rendered so famous in history by the bombardment which it withstood during the last war with England.

The nominal divisions of Baltimore, are the City proper, Old Town, and Fell's Point. The first includes all that portion of the city lying West of Jones' Falls; Old Town comprises that part laying East of the Falls as far as Harford Run, or Canal street; Fell's Point lies East of Harford Run. These distinctions are not recognized by the city government, and are only referred to here, to enable strangers to understand terms in common use in Baltimore.

The principal streets extending through the city, east and west, are Baltimore, (also called Market st.,) Fayette, Lombard and Pratt. These are numbered, in both directions, from the Falls. In the City proper, the principal business streets running North and South, are Frederick, Gay, Holliday; North and South, Calvert, Light and St. Paul, Charles, Hanover, Sharp, Howard and Eutaw. These number from Baltimore street, north and south.

The principal commercial portion of the City proper, is bounded westerly by Eutaw street; north, by Baltimore street; east, by the Falls; and south, by the basin. This includes the principal wharves. viz: Bowly's, Spear's, Smith's, and Light street wharves.

The western portion of the city is principally composed of residences, while the part near the basin accommodates the great bulk of trade and commerce. The private dwellings about Washington Monument, are palatial; and the environs are studded with beautiful villas.

Exchange Place, in Lombard street, is the focus of the heaviest business. Here are the Merchants' Exchange, Custom House and Post Office. Near it are South and Second streets, principally occupied by bankers, brokers, insurance companies, &c. Baltimore street is the principal business street, and the promenade of beauty and fashion. Here the visitor may determine for himself, the comparative beauty of the Baltimore ladies. The portion of this street between Jones' Falls and Eutaw street, is occupied by splendid stores, public buildings, &c. It contains the chief carpet, wall-paper, and book-

stores, printing-offices, jewelry, upholstery, hat and cap, tailoring, millinery, wholesale and retail dry goods and other establishments. Extensive wholesale dry-goods stores are found, also, in Hanover, German and Charles streets. Stoves are found in Light street; glass and hardware in S. Charles street; drugs in Lombard; Leather in the neighborhood of Water street and Cheapside: flour, grain, and provision warehouses, upon Howard and North streets, and near the wharves; ship building is done principally at Fell's Point and Federal Hill.

The population numbers about 250,000, and the value of real and personal property is near $200,000,000. The shipping owned here borders upon 200,000 tons, and the foreign commerce amounts to about $15,000,000 annually.

Trade, like water, is governed by laws; both seek the readiest outlet, one by natural gravity, the other directed by intelligence. When one considers the little effort, in comparison with other cities made by the merchants to secure trade, it is a matter of surprise that it has poured in with such a stream. We propose to indicate some of the largest branches of commerce in which the city is engaged.

In the commodities of Flour and Grain, it maintains its preeminence as the first market in the world. About 1,000,000 barrels of Wheat Flour; 60,000 of Corn Meal, and immense quantities of Rye Flour are annually inspected here. Nearly 12,000,000 bushels of grain were sent to this market in 1856. The most of this came by the Baltimore and Ohio Railroad.

This Railroad gives ready access to the immense regions of Cumberland Coal, as the Northern Central does to the Anthracite fields of Pennsylvania; nearly 800,000 tons were transported hither last year. The quantity of Coal in the Cumberland regions, is estimated at upwards of 6,000,000,000 of tons, more than would be consumed by the whole world in thousands of years. Experiments prove that in evaporative power, it occupies the highest place among American Coals: it is extensively used in the ocean steamers. In Baltimore, there are fine facilities for shipping coal at Locust Point, the termination of this road. The various tracks laid through the streets, afford conveniences for discharging coal, produce, and flour, in many parts of the city.

Tobacco is another staple sent to this market in immense quantities. Upwards of 50,000 hhds. of this commodity were received and inspected here in 1856. Since the completion of the Baltimore and Ohio Railroad,

this port offers superior advantages over New Orleans, for growers of this staple in Tennessee, Kentucky and Missouri. In Baltimore, this article suffers no deterioration from climate, and is subject to much less expense than is charged in the Crescent City. It is received and stored in State fire proof warehouses, immediately inspected, and may remain therein twelve months without charge for storage, being perfectly secure from heat, moisture, or anything likely to injure its quality, or impair its value. When sold, the item of drayage to the warehouse, and a commission of 2½ per cent. to the agent, are the only charges paid by the planter. The small charge by the State, of $1.25 per hhd., for inspection and storage, is paid by the purchaser or shipper, when he withdraws his tobacco from the warehouse.

The Provision trade of Baltimore, already one of vast magnitude and importance, is rapidly increasing. This branch of western trade, like that of flour and tobacco, naturally tends to this city. It now amounts to $9,000,000 annually. The number of horned cattle brought to this market last year was 30,000 head. Over the Baltimore and Ohio Railroad alone, 160,000 hogs and 50,000 sheep were transported.

The Sugar and Molasses trade is becoming enormous, as may be inferred from the fact, that the *increase* of receipts at this port during the past year, was near 20,000,000 pounds.

The article of Coffee, which the West uses so largely, and the products of the West Indies and South America generally, are imported here in immense quantities. For the inland transportation of these, the Baltimore and Ohio Railroad, the main channel of commerce with the West, furnishes such facilities that Baltimore can compete with any eastern city, as a distributing market for coffee and West India goods. In this, as in all other branches of western trade, her central position, and local advantages, in connection with the various internal improvements, by which her facilities are multiplied and her commerce extended, she presents a wide field to the enterprise of her citizens, and is enabled to control an immense trade at all points of the compass.

The amount of Lumber inspected here annually, is reckoned by millions of feet. The neighborhood of Jones' Falls is one extensive Lumber yard. Nearly 1,000,000,000 feet come from the east alone. Fish and Salt, are, also largely imported.

The wholesale Dry Goods trade has developed quite as rapidly as any business in the city, since the opening of the great avenues of communication with other parts of the country. We feel confident that the next census will show a remarkable increase in this branch. The immense wholesale stores that have been erected; the country merchants that throng our streets and hotels; the boxes and bales that crowd our thoroughfares, are proof of the extent and activity of this department of trade. This, however, is but the beginning of what will appear when the South and West shall more fully perceive the advantages that this market holds out to them.

In Baltimore, the country dealer finds an ample variety of goods, selected by men of taste and integrity. This is not the market for refuse wares. As regards prices, merchants generally, here, will duplicate any bill of goods that may be purchased at the north, at the same rates.

The Commission business, both on foreign and domestic account, is extensively pursued here, in all departments of trade. The tact, energy, enterprise and integrity which characterize our merchants, place them in advance of those of any city in the Union. Knavery cannot flourish in the moral atmosphere of Baltimore. The principal business men are well known to the community; an adventurer is closely scrutinized, and sham is quickly detected. The capitalists are cautious, and little money is lost in fanciful speculations. Hence there is unusual soundness in the entire business in the city, and a general desire to merit confidence, as well as gain it.

Space permitting, we might offer some suggestions, that we must forego, and turn, for a short time, to the manufacturing interests, upon which the growth and prosperity of the city, so much depend.

The industrial employments of the citizens are various and extensive, and in many departments, compare well with those of other cities. The branches of manufacture most extensively prosecuted, are those directly developed by the great commercial facilities of the city. Pre-eminent among them, are the manufacture of iron, copper, leather, flour, tobacco, brick, glass, clothing, &c., sugar-refining, and oyster-packing.

The geological formation of Maryland and the adjoining states, affords rich beds of iron-ore. The manufacture of iron, about the city, is extensive and highly prosperous. Baltimore charcoal pig-iron stands high for car-wheels, nails, bar and boiler-iron, &c. The rolling-mills are constantly pressed with orders for heavy plates for

the large steam-ships building at New York. The nail establishments supply about 100,000 kegs of nails. Here are two of the most extensive locomotive manufactories in the country, whose engines are in great demand. There are other large foundries, supplying furnaces, stoves, and all species of machinery and castings.

Baltimore is destined to become the leading copper market of the country. The business has already obtained a magnitude and importance, of which the Baltimoreans themselves, are little aware. The establishment of the Baltimore Copper and Smelting Company, at Canton, near the eastern boundary of the city is by far the largest of the kind in the United States, the product of refined copper, at their furnace, being over 6,000,000 lbs. annually. The great importance of establishments like this, in developing the mineral resources of the country, can hardly be appreciated. This, for example, furnishes a cash market for all the copper ores mined in Maryland and the neighboring states, and consumes from 40 to 50 tons of Cumberland Coal, daily, giving support to near one thousand persons. The home product of ores not being sufficient to supply its furnaces, the company imports the main supply from Chili and Cuba. It thus gives activity to a large freighting business, and promotes, generally, the shipping, manufacturing, and mercantile interests of the whole country, and especially those of Baltimore, where the works are located. This is example of the extent to which manufacturing in all departments will be developed, now that a highway to the great West has been opened across the Alleghanies.

The number of hides inspected in this market, annually, including Frederick, borders upon 500,000. All branches of trade connected with their manufacture, are highly prosperous, and steadily increasing. The great superiority of sole leather manufactured in the tanneries here, is evinced by the high price it commands. A large sale for Baltimore leather is found in the New England States, the line of steamers from this port to Boston, taking large quantities at every trip. Ere long, a better line of policy will be pursued. Shoe manufactories will be established here, sufficiently extensive to consume this immense stock, and supply the Southern and Western market with home manufactures.

Sugar refining is a branch of business of recent, but gigantic growth. The two refineries established here, are conducted with great energy, and rival similar establishments in other parts of the country. Each of them is

supplied with the most approved modern machinery, and together they can turn out 1000 barrels per day, of the various grades of the refined article. They supply the demand, not only of this city and section, but also a large portion of the Southern and Western market. This branch of business is also a fair illustration of the success which would attend manufacturing here generally, prosecuted with intelligence and vigor.

The cotton mills in this city and section, consumed, last year, 40,000 bales of this staple. The business is highly profitable, and invites enlargement, to the full extent of supplying the Southern and Western demand for cotton goods. The water-power is ample, and there is no reason why cotton should be transported to New England to be manufactured, and the fabric returned hither for consumption.

Wool is manufactured here to some extent. The receipts at this port, annually, amount to about 1,500,000 lbs., the greater part being of direct importation.

Broad acres, all covered with brick kilns, which produce bricks of superior quality. Glass and earthenware are also extensively made.

Tobacco is a production with which the name of Maryland has been identified ever since the settlement of the country. While it is the great market for this staple, the manufacture of it has not been neglected, and is rapidly increasing.

No cities in the country has larger or more flourishing piano manufactories than Baltimore. The qualities of their productions are rapidly advancing them to a monopoly of the market throughout the South. For price, elegance of model, beauty of finish, delicacy of touch, and elegance of tone, nothing further can be desired.—Those who wish to institute a comparison with those of Northern make, can do so at the various agencies established in the city.

In regard to the manufacture of cabinet-furniture, similar remarks might be made. A very large capital is invested in this business, and articles of all styles, finish and prices, are furnished.

The purchaser need visit no other market for carriages. The enterprising firms engaged in this business, can compete with any others in the country. The great demand for their productions, calls for extensive enlargement of this branch. We may say the same of saddle and harness manufactures.

The manufacture of clothing in this city, employs more hands than any other branch of business. The annual product of it is excelled in value by the flouring mills alone. It occupies some of the largest buildings in the city, and the flourishing condition of the business speaks well for the enterprise and intelligence that has directed it. The introduction of sewing machines has much facilitated it, and affords opportunities to extend it indefinately in all departments. In passing, we may remark, that agencies for the sale of these machines are established here.

Ship-building is one of the heaviest branches of business pursued in Baltimore. From the depth of water at the Point, the principal ship-yards are located there, from which have been launched some of the finest and fleetest vessels of the American marine. They are especially noted for beauty of model, and excellence of construction. The name of "Baltimore Clipper" is synonymous, the world over, with all that is beautiful in naval architecture, and perfect in the requirements of a staunch and well-appointed ship.*

Discerning men have perceived the advantages that Baltimore offers for the manufacture and sale of agricultural implements. In the neighborhood of an agricultural region, where farms command $100 per acre; in close communication with the South and West, where farming is pursued upon a gigantic scale; with a commerce extending to the West Indies and South America, no place could be better located for an immense development of this branch of manufactures. The magnitude which it has attained, and the extension which is promised, argues well for the skill, energy and enterprise of those engaged in it. It now ranks among the leading pursuits of the city, furnishing employment to a large number of men, and remunerative investment to capital.

The progress of agricultural science has awakened new interest in the subject of fertilization, and, as would reasonably be supposed, it has attracted great attention here. The result is, that this has become the great market in the country for Guano. Nearly 40,000 tons were

*Since this article was written in 1858, the "*Winan's Steamer*"—a startling marine wonder, that promises to revolutionize the ocean navigation—has been developed, and its inventors are establishing the most extensive yard and Docks for building and sailing a projected fleet of them. These works are located in south Baltimore, near the deep water of the Patapsco, about one mile south of the city Basin, and a mile west of Fort McHenry. All strangers should see the "*Winan's Steamer*," which is not among the least of the attractions of Baltimore.

brought to this port, last year, mostly from Peru. The rigid inspection which it undergoes here, gives it a high character. Commodities of great excellence as fertilizers are extensively manufactured here.

The completion of the Baltimore and Ohio Railroad has extended the oyster packing business to one of vast importance. Chesapeake oysters, so highly esteemed at home and abroad, can be produced in inexhaustible quantities. The quick transit which this road furnishes puts the West on a par almost with Baltimore, in the enjoyment of this delicacy. Extensive and growing establishments are devoted to the packing business, which can be extended indefinitely.

The flouring mills in this city and immediate neighborhood, employ more capital than any other class of manufactures. Capitalists and enterprising business men, have availed themselves of the fine mill sites which the streams afford, and have pressed steam into their service. The product of these mills is immense. During the past year the city millers alone, took upwards of 1,500,000 bushels of wheat, brought to this market.

The whiskey trade is rapidly developing. The receipts of last year exceed those of the previous year 70,000 barrels, and of the year before 120,000. The amount of trade in this article now reaches 300,000 barrels annually. Of this, one-third is the product of city distilleries; the balance is brought by railroad. In 1854, the receipts by the Baltimore and Ohio Railroad were 12,000 barrels: last year they reached 125,000 barrels. In 1856, 70,000 barrels were shipped from this port to Boston, where it is gradually taking the place of rum.

The Book trade is now beginning to assume a phase appropriate to a great and growing city. We point with pride to the evidence that the last year affords, of the enterprise connected with this business, and the proportions it has already assumed. We can point, too, to the beautiful specimens of typographical skill manifested in works published here. The branches of trade related to this, stereotyping, engraving, lithography, and binding, are improving accordingly.

All the various arts that subserve the necessities and luxuries of man, flourish here, as well as in any part of the country, when prosecuted with energy and intelligence. In addition to the few, specified above, there are extensive and prosperous manufactories of Hats and Caps, Drugs and Chemicals; Silver Ware; Marble, etc.

etc., all becoming rapidly extended, as demand requires. When the South and West shall have become better acquainted with the advantages which this market affords, both as regards facility of communication, and excellence, extent and variety of goods offered, our manufacturers will find profitable employment for all the capital and labor that they can command. Baltimore has immense advantages over New England in a manufacturing point of view; by cheapness of living, salubrity of climate, and proximity to a market.

The Banking Capital of Baltimore, amounts to near $16,000,000. The number of incorporated banks is twenty; including six saving institutions. The issues of these are upon a firm basis, and receive the entire confidence of the community. There is no bogus concern among them.

The Fire, Marine and Life Insurance Companies, number twelve; in addition to these, there are agencies established here, for the principal insurance companies throughout the country. Besides the regular banks, there are extensive banking houses, whose reputations rest upon enterprise, capital and integrity. Exchanges can be purchased here, on any section. The Commercial agencies ramify every section of the country by their operations. Mail facilities are good; and the several Telegraph companies furnish reliable communication with all parts. Consuls of the various civilized states reside here. Papers from all parts of the country are found on file at the Exchange Reading Rooms. The various companies engaged in developing the resources of the city and country, furnish reliable and remunerative investment for capital.

The numerous markets are well supplied with provisions from the surrounding country. The neighboring waters furnish abundance of wild fowl, and a great variety of fish. The cost of living is considerably less than in either of the large eastern cities.

The city is lighted with gas, and well supplied with pure and wholesome water, from public springs and fountains. These are within delightfully shaded squares, and enclosed by circular railings and covered by small open templets, consisting of columns suporting a dome, which are quite ornamental. The chief supply of water, however is derived from an elevated part of Jones' Falls, from which it is conducted, through an aqueduct, to two reservoirs, whence it is distributed by pipes.

The government of the city is in very able hands ; and the police system has been re-organized so as to render it highly efficient, in securing good order, and safety to life and property.

The places of amusement are not numerous. They present upon their stages, however, all the best talent, both native and foreign. Courses of lectures are provided, in which appear the most brilliant speakers that the country affords. The Masons, Odd Fellows and various other orders maintain healthy organizations. The Hotels are sufficiently numerous, and furnish generous entertainment to the traveler and sojourner.

The Public School system of Baltimore has kept pace with the age. The central high school ; the female high school ; 26 grammar schools and 46 primary schools, furnish to all, facilities for education, as varied, extended and thorough, as are found in any public schools in the country. This system has been fostered and developed with great care, and under the able management of capable and public spirited men, is an honor to the city, and furnishes a strong attraction for residence here.

The colleges and numerous private schools are second to none in the Union, for the thorough scholarship, elegance of manners, and the high tone of morality, which they impart. Besides their value to Baltimoreans, they offer to the South and West as great facilities for education, as can be found in any city at the north. The Medical and the Dental Colleges are among the first in the country.

The heads of the various Churches are shining lights in the world, and bright patterns of christian excellence. The 143 churches, chapels, meeting houses and synagogues, which it numbers, embrace all denominations in christendom. The Baltimoreans being decidedly a church-going people, these places of worship are generally well attended. The charities emanating from them, pervade the entire city, and but few can be found entirely beyond the pale of them all. Entire toleration is practiced.

The Bar ranks higher than any other in the country. The present chief justice of the United States, and the several cabinet officers that have been selected from it, are fair representatives of its ability. The Medical profession, however, is not second to it. The lecturers and demonstrators, which it furnishes to the Maryland University of Medicine, are evidence of that talent it embraces. The Dental corps of this city rivals the medical

faculty, and the profession of dentistry has here some of its brightest ornaments. The Dental College offers all the advantages that any similar institution affords.

We regret that our space will not allow us to speak more fully of the various humane, scientific, and literary institutions with which the city abounds. The Maryland Institute is without a peer in the world as regards its efficiency in promoting the Mechanic Arts. The Manufacturers and Mechanics' Exchange, in the Sun Iron Building, is a place where strangers and others can gain information in reference to all departments of business. The bequest of $600,000 by Moses Sheppard, to found an asylum for the insane poor, and the recent munificent donation by Mr. Peabody, of $300,000, to establish an institute for the diffusion of knowledge and the cultivation of taste, places Baltimore in the front rank in respect to what constitutes the highest glory of a people, and will render it the center from which light will radiate throughout the country.

In Baltimore, there are many objects of interest to strangers: Battle Monument in Monument Square, erected in commemoration of the defence of the city, and those who fell in that defence, and Washington Monument, are interesting objects. The latter stands upon an eminence 100 feet above tide-water, and being itself 200 feet high, commands an extensive view of the city, the harbor, the river, and the surrounding country. The Cathedral, Calvert and Camden street Stations, Md. Institute Hall, city springs, public squares and cemeteries, are among the objects of special interest. The drives are delightful; the capitol of the country is within an hour-and-a-half's ride. We should be pleased to enter into details concerning the various points upon which we have so cursorily touched—giving names and localities; historical reminiscences and characters; introducing our leading men in literature and other pursuits. But this must be deferred.

PLACES AND OBJECTS OF INTEREST THAT OUGHT TO BE VISITED.

As most of the guests of the Baltimore and Ohio Railroad, on this occasion, will be strangers in Baltimore, and, with the habitude of the Editorial craft, will be anxious to see and learn as much as possible of the city during their stay, it has been thought desirable to make a brief recapitulation of the principal places and objects of interest to which their attention may be most profitably directed.

1. The Washington Monument, on North Charles street, may appropriately head the list. The monument itself, chaste, noble and grand, will always excite the admiration of the beholder, whilst from its upper balcony can be obtained one of the finest views of the city and adjoining country. Immediately surrounding the Monument will be found the *par excellence* fashionable quarter of the city; Mount Vernon and Washington Places being the grand focus. The beauty and elevation of the location, and the concentration there, in great numbers, of dwellings of the most costly and ornate character, renders the vicinity one of the most beautiful that any of our American cities can boast. Prominent among the buildings near the Monument will be seen the fine white marble structure in course of completion for the Peabody Institute.

2. Public Institutions. Under this head the attention of the visitor is directed to

The Athenæum building, located at the intersection of St. Paul's and Saratoga streets, three squares north of Baltimore street. The building is occupied by the Maryland Historical Society, the Library Company of Baltimore, and the Mercantile Library Company.

The Maryland Institute, located on Baltimore St. A fine and commodious building, containing one of the

largest halls in the Union, with adjoining Library, School, and Apparatus rooms, and all the facilities for the prosecution of its important work, the "Promotion of the Mechanic Arts." The Institute is one of the great features of Baltimore, and our guests should not fail to visit it.

The JAIL, one of the largest and most complete structures of the kind, and the State PENITENTIARY, may interest those who desire to inspect these unpleasant necessities of civilized life. These Institutions are located on Madison street, a few squares east of the Monument. The HOUSE OF REFUGE, on the extreme western side of the city, a fine building, and a reformatory institution that is doing an excellent work in reclaiming juvenile offenders; and the MARYLAND HOSPITAL FOR THE INSANE, on the eastern suburb of the city, will compensate an inspection by those who have the time and opportunity at command.

The large and imposing building on Bowly's Wharf, built for the use, and now in the occupancy of the CORN AND FLOUR EXCHANGE, will give the visitor a good idea of the extent and importance of this branch of the city's trade. The main hall, used for the purpose of the Exchange, is one of the largest rooms in the city, and admirably adapted to the transaction of business. A call there during business hours, from 10 to 12 A. M., when high 'Change is in progress, will interest the stranger. In the same direction a stroll may be taken through the MERCHANTS' EXCHANGE BUILDING, on Gay and Lombard Streets, South of Baltimore. The Custom House and Post Office together occupying this building. In the adjoining building will be found the Merchants' Exchange Reading Rooms, and the Provision Dealer's Exchange.

3. THE CHURCHES of the city are too numerous to be specially mentioned, but will in many instances present themselves to attention. The Cathedral, whose dome and minarets appear to the South of the Washington

Monument, is always open to inspection, and as a specimen of architecture and internal decoration, is worth a visit. The splendid edifice of the First Presbyterian Church, on Park and Madison Streets, and St. Alphonsus' Church, on Park and Saratoga Streets, are also attractive.

4. The Steam Fire Department, and the Fire and Police Alarm Telegraph, are city institutions that the visitor should not neglect to see. One of the Steam Engine Stations is one square East of Barnum's Hotel, another ones quare West of the Eutaw House. The principal office of the Fire and Police Alarm Telegraph is on Holliday Street.

4. The Winans' Steamship, known throughout the country as "the cigar ship," an account of its resemblance in form to a good Havana, is *the curiosity* of Baltimore and should be seen by all. It lies at the wharf of the Messrs. Winans' extensive Ship Yard on Light Street extended, a ride to which will also exhibit a pleasant part of the suburbs of Baltimore.

5. The Wharves, Shipping, &c. The Wharves extend all along the Southern part of the city, from Light street to Canton. The principal shipping lies at Fells' Point, and may be conveniently reached by the City Passenger Cars. From Fell's Point the trip may be extended, by Ferry boat, across to Locust Point, where the coal wharves of the Baltimore and Ohio Railroad are located.

6. Fort McHenry, at the extremity of Whetstone Point, is the only fortification Baltimore possesses, and is famous for the stout and successful resistance made there to the attack of the British fleet during the war of 1812. A visit to this place may be conveniently made in connection with the inspection of the Winans' steamship.

7. Going beyond the city, the New Water Works will agreeably occupy an afternoon trip. The great lake, covering 150 acres of ground, and the massive dam

across Jones' Falls, though both in an incompleted state, are worth seeing. They may be reached by the cars of the Northern Central Railroad, or by carriage via the Falls road, the route presenting some of the finest rural scenery about Baltimore.

8. Miscellaneous. There are many other objects of interest to which the attention of those determined to thoroughly see Baltimore might be directed. A visit to the Mount Clare depot of the Baltimore and Ohio Railroad, to the many and extensive manufacturing establishments which cluster around the city, an excursion down the magnificent Chesapeake Bay, and a drive out Charles Street Avenue, where of a fine afternoon Young America exhibits itself and fast horse flesh, with other points of attention might be suggested, but the hints we have given may perhaps suffice.

THE BALTIMORE PRESS ON THE EDITORIAL EXCURSION.

From the Baltimore Sun, of March 15, 1860.

THE CONTEMPLATED EDITORIAL EXCURSION.

It has already been announced in these columns that the Baltimore and Ohio Railroad Company had determined to extend an invitation generally to the editors throughout the West to pass over and examine their road, and visit the cities of Baltimore and Washington. The affair will culminate about the middle of April, or later, and the extent and nature of the preparations in progress give assurance that the idea of complimenting the fraternity in this way will prove a great success. The arrangements do not only contemplate an excursion upon the Baltimore and Ohio Railroad, but through the influence of that company it has been made to include all its numerous connecting lines, river and railroad, throughout the vast regions embraced in its ramifications. Thus, invitations to the editors of the Galveston, (Texas,) and Leavenworth City, (Kansas,) journals would bring the holders over the entire route between their homes and the Federal Metro-

polis. The numerous connecting lines of the Baltimore and Ohio Railroad have united most cordially with that line in extending this peculiar and comprehensive compliment to the "fourth estate" of the Union.

The States whose editors will be embraced in the invitations, are the following: Northwestern Virginia, Ohio, Indiana, Illinois, Southern Michigan, Wisconsin, Iowa, Minnesota, Missouri, Kansas, Nebraska, Central and Western Kentucky, and Tennessee, Western Alabama, Mississippi, Louisiana, Texas and Arkansas. The entire list of the editorial fraternity in this vast region, will, of course, present a large number, but it can hardly be expected that more than one half of them—hard workers as they are—can find it convenient to accept the invitation. Even with this proportion, however, the attendance will be very large, and the occasion will be one of much interest to the cities of Baltimore and Washington, as well as to the transportation lines who have united in it. To that vast proportion of the editorial fraternity in the West who may not have already inspected our great work of internal improvement, the coming affair offers an admirable opportunity to do this under the most favorable auspices, and at the most pleasant season of the year. It is understood that the invitation tickets will be good for a month or more from about the middle of April. This will permit the holders to visit Washington during the session of Congress, while the general attraction there is at its height.

Special trains will be provided at Wheeling and Parkersburg, leaving those places in the morning, so as to afford the best opportunity of viewing the engineering and natural wonders of the mountain divisions of the line by daylight, and after stopping over night at Cumberland, about midway between the Ohio river and Baltimore, proceed to this city or Washington on the following day. At Washington a most interesting compliment is said to be in store for them, in the way of a visit to Mount Vernon, provided by the enterprising proprietors of the steamboat line, which has proven such an accommodation to the public in facilitating their inspection of the home of Washington.

The company, which will number about three hundred editors alone, will embrace some of the most notable members of the profession. The cities of Cincinnati, Chicago, Indianapolis, New Orleans, Vicksburg, Nashville, and other towns of the West and Southwest will send full delegations.

The invitations are in the shape of circular letters, and they will be forwarded in a few days to those for whom they are intended.

[From the Baltimore American, March 29, 1860.]

THE WESTERN EDITORIAL EXCURSION TO WASHINGTON AND BALTIMORE.

The arrangements for this extensive and liberal affair are progressing under considerable enthusiasm and a general appreciation expressed in advance of the occasion. There is a peculiar fitness in this excursion, in view of the fact that the Baltimore and Ohio is the only direct railroad line that connects Washington city with the Western States. Although this great road has been working through from the Ohio river since 1853, it is only within a few months past that it may be said to have become fully completed. For a long time after its opening, the temporary engineering structures and the rugged unfinished tunnels formed serious obstacles to the prompt and satisfactory working of trains, and gave more or less alarm and dissatisfaction to the traveller. Now, however, that these difficulties are removed by a thorough and solid arching of every tunnel, and by the erection of splendid iron bridges and other massive and durable structures, the road presents, in addition to its attractive scenery and careful management, every inducement for a much extended travel between the East and West. As it has been so fashionable in the far West and Southwest,—especially for interested agents of other lines—to discredit the character of the Baltimore and Ohio road, it is hoped that the visit of our editorial brethren from those regions will, after their personal inspection, do something towards dissipating this feeling.

We have learned that some little embarrassment has been felt by the railroad officers here in getting an entirely reliable list of the newspapers in actual existence, to enable them to give their invitations the liberal range which the Company contemplates. With those published in the large cities, this difficulty is of course comparatively slight, but in the rural districts of most of the States there are no doubt many excellent "home" journals which even the proverbial industry of the Baltimore and Ohio Company and its connecting railroad friends

in the West may not succeed in discovering. But even with this drawback, we have learned that the list of invitation now embraces the formidable array of some twelve hundred or more veritable and actually existing newspapers. In our sister State of Ohio alone, the number is said to reach two hundred or more. As the time for which the invitation tickets are valid has the range of two months—from the 15th of April to the 15th of June—it is probable that a large number of the Editors will be able to visit Washington and enjoy a good look upon the assembled wisdom of the country, and the many other attractions of that rapidly improving national centre.

As Baltimore comes in their way, we shall expect to see a host of the fraternity here. They will be heartily welcomed, and will, we are sure, find a great deal to interest them in our Monumental City. We would suggest to the railroad officers that each of these incoming Editors be furnished in advance with a printed memorandum of our notable objects, in order to facilitate them in understanding the manifold attractions which await them here on a careful inspection.

To afford a better idea of the scope of this invitation, we append the following extracts from an advance copy of the circulars of invitation which are now about to be issued:

"Sir:—Recognizing the services which the Press of the Western States has rendered in advancing the railway interests of the country—and desiring to enable them to judge, by personal inspection, of the advantages of this route between the East and West, (which is the only through line direct to Washington,) the Baltimore and Ohio Railroad Company and its connecting lines in the West, wish you to accept this invitation for yourself and lady to visit the Capitol of the Union and the Home and Tomb of Washington, (as well as the city of Baltimore,) during the present session of Congress.

"You will observe that the privilege is good for the entire route from ———— to Washington City, (and Mount Vernon,) which is one of the Eastern termini of this road. The names and termini of the connecting lines West of us, by whose courtesy we are enabled in par, to offer you this privilege, may be found on the next page of this circular, and also on the back of the ticket enclosed.

"It is proposed that, as far as possible, all who accept our invitation shall travel over the Western portions of the Baltimore and Ohio road by daylight, in order that

they may more fully realize the grandeur of the country through which it runs, as well as the success with which extraordinary natural obstacles have been overcome in building this solid highway through the passes of the Alleganies."

This circular also explains that a special train will leave the Ohio river on Friday, May 4, for such of the guests as can make it convenient to reach Wheeling at that time, the Company requiring notice, in advance, from them to that effect. The circular is signed by John W. Garrett, President; W. P. Smith, Master of Transportation; L. M. Cole, General Ticket Agent; and E. F. Fuller, General Western Agent, connected with the through passenger business of the line.

On the back of the circular is the following agreement:

JANUARY, 1860.

"The undersigned, on behalf of their respective Companies, hereby agree to join the Baltimore and Ohio Railroad Company in the tender to Western Editors of a Complimentary Ticket to visit Washington city and Baltimore, during the present session of Congress; and the circular of invitation issued for that Company for its own line and connections, will be recognized over our lines, according to the plan and the purposes expressed therein."

This is signed by Messrs. Jewitt, Wright, Orland, Smith, Clement, Lord, Bowler, Newman, Morris, Peck, Griswold, Sherlock, Durand, Gamble, Crothers, Arthur, Lilly, Bradley, Gill, Ricker, Rice, Cruger, Williams, Jr., Blakesley, Hayward, Stockwell, Jr., Barlow, Moulton, McKissock, Macy, Brandt, Jr., Latimer, Nelson, Frost, and Tate, representing nearly forty of the leading railway connecting lines of the West and Southwest, and also the popular mail line of steamers between Cincinnati, Louisville and Memphis. To all this is added the signature of Joseph Bryan, President of the Washington and Mount Vernon Steamboat Company, who has generously offered to take the editors to visit the tomb of Washington while sojourning in the national metropolis. Notwithstanding the full list of important lines embraced in the above enumeration, a note is appended to this agreement to the following effect:

"Besides the foregoing, it is believed that several others of our important connecting lines will cordially join in this invitation and recognize the enclosed ticket. Owing

to the difficulty of our conferring in person with the officers of some of the lines not embraced in this list, their names were not obtained in time for our purpose."

To those of our people who have not learned to appreciate the vast extent of the railroad interest of the country, or of our own great line to the West, this programme will afford some idea of the extensive ramifications of the system, as it has now become developed. When a few of our own citizens privately convened, but one short generation ago, to inaugurate the Baltimore and Ohio road, there was not a mile of railway in existence anywhere in the world for general purposes. Now it is estimated that in the United States alone there are some twenty-five thousand miles of completed road in actual use, costing the frightful sum of nearly ten hundred million of dollars.

[From the Baltimore Patriot, of April 11, 1860.]

THE PRESS RAILROAD EXCURSION.

Our exchanges from the west and southwest come to us bearing evidence of a proper and lively appreciation of the compliment tendered the fraternity by our own great work of internal improvement—the Baltimore and Ohio Railroad, and the principal and leading roads of the west and southwest, in so generously affording them not only the opportunity—but offering inducements for them to commingle together in a spirit of fraternity at the capitol of one Republic, and at the same time of visiting the sacred spot where lies entombed the honored dust of the immortal Washington.

We congratulate them upon this attestation of the high estimate in which they are held by the direction of the several roads who have joined in this novel affair of bringing together some twelve to fifteen hundred of our brethren of our quill, (including Mrs. Swisshelm,) from a territory embracing more than one half of the entire country.

This editorial excursion may, upon first thought, be recognized as alone calculated to bring directly to the attention of the people of the West and Southwest, through their newspaper representatives, who will participate therein, the magnitude and importance of that

connecting link between our National Capitol and the great West—the Baltimore and Ohio Railroad—but it is capable of furthering other important ends, and we trust the opportunity may be seized upon by our business men for thereby promoting the interests of Baltimore, and consequently their own. This can be done by their taking such action as will induce our editorial brethren who may join in this excursion to visit this city, and remain here a sufficient time to acquaint themselves with her importance as a commercial mart, as also a manufacturing city; while the best results would ensue from their socially communicating with our people, and inspecting those objects of nature and art and historical interest with which Baltimore abounds.

From some of the notices which have appeared in our exchanges, we infer that the idea prevails with many that it will be necessary that they should be in Wheeling to take the especial excursion train there on the 4th of May, but this idea is erroneous, as the tickets sent out provide for a free transit over the several roads included, between the 15th of the present month and the 15th of June next, so that persons receiving such tickets can make the trip at leisure, and it would therefore, perhaps, be more pleasant for them to make it in small parties from their immediate localities, and make the general rendevouz in Washington from the first to the middle of May—which, we believe, is now contemplated by a large number of those who have received "the ticket."

[From the New Orleans Picayune.]

BALTIMORE AND OHIO RAIL ROAD.

History of the Work—Interesting Reminiscences—Extent of the Road and its Branches—Value of the Stock—Trip over the Road—Scenery, &c.

Special Correspondence of the New Orleans Picayune.

BALTIMORE, August 8, 1859.

During the latter part of last month I made a trip over the Baltimore and Ohio Railroad, from this city to Wheeling and back. The season was peculiarly pleasant and well suited for such a tour. Nature was in her most luxuriant foliage, and I enjoyed the advantage of beholding, in all its sublime majesty, beauty and grandeur, the variegated scenery for which this route is so justly celebrated.

Before entering on a description of scenery, particularizing incidents of my journey, as this was the first great enterprise of its kind in our country, it may be well to give you a brief history of its rise, progress, &c. I trace the incipient movements which led to the outworking of this mighty enterprise as far back as the year 1826. At that period, the system of canals which had materially progressed in Pennsylvania and New York, and was still progressing with much vigor, seriously diverted a large portion of Western trade—that of the Ohio and Mississippi valleys—previously enjoyed by Baltimore, to the cities of Philadelphia and New York. It became, in fact, apparent that, without some extrordinary effort, the lapse of a few more years would find us wholly shorn of this invaluable source of commercial wealth.

The subject therefore became one of momentuous importance to the whole community. But the first to agitate and give it serious thought were Philip E. Thomas, Esq., an opulent Quaker merchant, and Geo. Brown, son of the distinguished merchant, Alexander Brown, and partner in the house of Alexander Brown & Sons, at present Brown, Brothers & Co. Both these

gentlemen are still living.* A meeting of our merchants and leading men subsequently assembled to consider the matter. An able report was read and adopted, recommending "the building of a railway to connect the waters of the Ohio and those of the Chesapeake." A committee of twenty-five prominent men was also appointed to lay the subject before the Legislature. This was successful, and an act of incorporation was obtained. Of this committee there now survive but four, viz: Thomas Ellicott, Philip E. Thomas, nearly ninety years old, Gen. B. C. Howard, and John B. Morris, Esq. Hon. John V. L. McMahon, who still ranks high on the list of our legal profession, also rendered great service in this great work.

The construction of the road was commenced on the 4th of July—an auspicious day—in the year of our Lord 1828. This was signalized by one of the most imposing processions, military and civic, ever seen in Baltimore. It was a truly magnificent spectacle. All business was suspended, and every eye turned to gaze upon the scene. I remember it distinctly, though but a small boy at the time. The first stone was laid by the venerable Charles Carroll, of Carrollton, then over ninety years of age. This was done on the south-western line of the city. It was, and still is, a memorable spot. After the venerated Carroll had gone through with his ceremony of formally commencing the work in presence of a vast multitude—laying the first stone—addressing himself to his friends, he made use of these memorable words: "I consider this among the most important acts of my life, second only to my signing the Declaration of Independence, if, even, it be second to that." Mr. Carroll continued a firm, unwavering friend of this road to the close of his life, and had the pleasure of seeing it in operation, I believe, as far as Cumberland, Md., and of riding thereon. He also saw the same enterprising spirit caught up by others, and different roads of a similar character put into practical working.

*Mr. Brown has died since this was published.

On the 7th day of July, three days after laying the corner stone, the definite location of the road was commenced. The enterprise progressed slowly, encountering difficulties naturally resulting from the want of a president, and, most of all, experience, until May 22, 1830, when the first section of the road, from Baltimore to Ellicott's Mills, a distance of some twelve miles, was put into operation. The cars ran daily, and thousands were induced to ride on them from curiosity. This, therefore, was the first railroad in our country, and almost in the world, that was put into practical use for the conveyance of passengers, demonstrating satisfactorily the utility and feasibility of such a mode of conveyance. Persons came from distant parts of the country merely to enjoy the privilege of a ride. Among these strangers were Baron Krudener, Envoy from the Emperor of Russia, and his suite, who made an excursion on the sailing car, managing the sail himself. Returning to his sovereign, he narrated the particulars of his trip, adventures, &c.; spoke of the entire practicability of railway conveyance, as demonstrated by his brief acquaintance with this route, and so favorably impressed the Emperor as to cause him to entertain the project of constructing railways in Russia. Soon after, His Majesty sent to this country to secure the services of Thomas Winans, Esq., son of Ross Winans, merchant of this city; and hence the contract with Mr. T. Winans, by which he has become a millionare, to equip and work the great Moscow and St. Petersburg Railway. Thus, you will perceive that America, and the Baltimore and Ohio Railroad, are entitled to the praise of having induced nations of the Old World to emulate their example in outworking enterprises of internal improvement, which have no parallel in point of gigantic results.

As the Baltimore and Ohio Railroad is now completed, and stands prominent among the great works of our country—may we not say of the world?—it may prove interesting to give a brief outline of some of its most prominent features. In the first place it involves a capital stock of nearly, or quite thirty-two millions

of dollars! This, however, might have been materially reduced had it not been an experimental work. The length of the main line of road between Baltimore and Wheeling is 379 miles; that of the Washington branch 30 miles; branch from Mount Clare junction to Locust Point shipping stations 3 miles; Monocacy branch to Frederick 3 miles; Northwestern Virginia road, from Grafton on the Main Stem (279 miles from Baltimore) to Parkersburg, on the Ohio river, 104 miles. Total length of first branch 519 miles.—Length of second track (including 196 miles sidelings) on the main stem, 212 miles. Total present length of the road owned and worked by the Baltimore and Ohio Railroad Company, 745 miles. To this may be added the following local tributaries: Winchester and Potomac railway from Harper's Ferry to Winchester, Va., 32 miles; also the several roads traversing the coal regions 45 miles. Making a total of 822 miles. The heaviest permanent grade per mile is 116 feet; the heaviest temporary grade, worked with a locomotive, 520 feet per mile; longest continuous grade from Piedmont to Altamont, 17 miles; greatest altitude of the road above tide water 2620 feet; weight of rail per lineal yard on main and second track, 55 to 85 pounds; number of locomotive engine houses and shops, 57; aggregate number of stalls for locomotives, 230; number of machinery and car repairing stations, 12; repair shops, 33; water stations on the main stem, 79; on the Washington branch, 4; and Northwestern Virginia Road, 15; telegraph stations, 30, and two lines of wires; number of tunnels between Baltimore and Wheeling, 14; total length of tunneling, 12,694 feet; number of bridges between Baltimore and Wheeling, 186; total length of bridging, 15,088 feet. Freight in 1857, 895,401 tons. The number of officers and employees now engaged on this road is about 4900 persons.

I might present your readers with numerous other detailed statistics, which would prove interesting, and perhaps useful, especially to persons engaged in railroad matters, but these must suffice.

For a long series of years, in consequence of so extraordinary an outlay to build it, the road did not pay any dividend or make any return whatever to the stockholders. The par value of the stock is one hundred dollars per share. It now commands about $56. I recollect many years ago, when it could be had at $28 to $30. When the road was first opened through to Wheeling, it rose for a day or two to $98@$100, but afterwards gradually fell back to $65@$70 and $80. Since then there have been various fluctuations, as circumstances occurred to depress or elevate the stock. It is now substantially worth more than $56, the current rate, as regular semi-annual dividends of 3 per cent. are declared. My own impression is, that the time is coming when, under the admirable management of Mr. Garrett, its President, the stock of this company must assume a much more stable basis, and reach a decidedly higher point. There is no reason why such should not be the case.*

The annual gross income of the road, in good times, when business throughout our country was flourishing, has been nearly or quite five millions of dollars. It is now about three and a half to four millions, with hopeful prospects of a steady increase. The pressure of 1857 and '58 operated adversely to this as to all other railways, and caused the necessity of a rigid economy, which is still being observed with a salutary effect. A year or two hence, with trade increasing, as it promises to do, and the vast resources, necessarily tributary to this gigantic work, both in passenger travel and freight, its friends sanguinely—and I think justly—look forward in anticipation of a most healthful and satisfactory issue. It is, and ever must be the only economical, expeditious and most commanding route or channel between the North and West. As the laws of trade are immutable, accommodating themselves to cheapness, economy, expedition and convenience, and this work meets all these prerequisites, defiant of competition, the period must come when it will command

* The Stock now (April, 1860,) steadily ranges above $70 per share.

business commensurate with whatever capacity there may exist to meet existing wants.

When we contemplate the tributaries of this road, connecting as it does with the Central Ohio and the waters of the Ohio river, thus inviting trade and travel, and freight, from those mighty regions of the West; intersecting in like manner the waters of the Chesapeake on the seaboard, and an unbroken chain of railway penetrating every section of the North and East, as also the Northwest—passing itself, too, thro' a country rich in agriculture, and exhaustless in mineral wealth, forming, as it were, the great central avenue between the East and the West, it is impossible to reach any other conclusion than that its destiny is upward and onward. By means of the Ohio and Mississipi Railway, it forms an unbroken and almost bee line to St. Louis, reducing travel to the short space of forty-eight hours between our Monumental Metropolis and that point. Thus we have opened to us the great valley of the Mississippi, as have its inhabitants our vast seaboard and all its facilities. Who need pause for a moment to behold the magnitude of such a work?

I have now given you, briefly as possible, a tolerably intelligible outline of the commencement, progress and present condition of this gigantic enterprise, which, of its kind, stands unrivaled in our country, and is second only to the New York Central in magnitude and importance. I may, therefore, be excused for digressing somewhat, to describe, more particularly, my recent journey to Wheeling and back, noticing scenery, &c., for which the route is distinguished above all others in the United States—may I not with propriety say, in this or any other country? It is, in fact, a complete panorama of wildness, beauty, and sublime grandeur. Scarcely a point where the eye is not charmed, and the powers of admiration held spell-bound, at beholding art and nature blended in all their imposing aspects.

Accompanied by a friend, I left Baltimore, comfortably seated in an excellent car, about half-past

seven o'clock in the morning. Our conductor, J. T. Steele, Esq., was especially polite and attentive. He spared no pains to render our ride pleasant, and was particularly attentive in affording us, from time to time, information concerning the country we passed through. Mr. Steele goes upon the principle of total abstinence, whilst in the discharge of his duty. He touches not, tastes not, handles not the intoxicating draught, alleging as a reason the necessity for a conductor, upon whom rests so much responsibility, and so many lives, keeping a clear head, steady hand and stout nerve. Once giving way to temptation, might beget a second dereliction; that a third, ending, perchance, in some dread calamity. The safest plan, therefore, he thought, was to be on the safe side, and drink nothing but pure water. Mr. Garrett, I am told, rigidly exacts sobriety from all his subordinates, and the result is good management, with a remarkable freedom from accidents of every kind. Mr. Steele told me he had been running over four years on the road, and never had a mishap, very seldom being, even out of time. Sobriety among railroad employees, conductors especially, is a matter of infinite moment, not only in securing the confidence of the traveling public, but in carrying out all appointments necessary to the success of such works. It should be a *sine qua non* with all managers of institutions like these to take into their employ none but men of sober habits.

The general aspect of this route from Baltimore to Wheeling, on the Ohio river, crossing the Alleghanies, has heretofore been so graphically and minutely described, that any particular description by me, if even accurate, would prove too elaborate, and at best, fall short of what my friend Brantz Mayer, Esq., has already written, to say nothing of Willis and other polished writers. To travelers fond of natural scenery in all its wildest sublimity and beauty, there is, perhaps, no other railway route in our country, nor indeed in any part of the world, so full of attractions. Scenery of every character presents itself, from the variegated landscape to the rugged mountain cliff. From Balti-

more to Frederick, a distance of some forty-eight miles we have a rich, fertile country, in many parts beautifully cultivated. Along the Patapsco river there are some bold declivities and picturesque valleys. In the vicinity of Ellicotts Mills are numerous cotton factories in active operation, which consume annually about forty thousand bales of your Southern staple, affording employment to a large number of operatives. Besides these are several iron establishments, all of which give to the place a thriving, industrial aspect. Harper's Ferry, distinguished for its national armory, is the next prominent point of attraction. Here the rivers Shenandoah and Potomac meet and mingle their waters, passing off through that stupendous gorge of the Blue Ridge, to unite with old ocean. The scenery is sublimely grand, and as Mr. Jefferson once said, worth a visit across the Atlantic to behold. Above rise mountains, bathing their bold summits in the clouds, upon whose rock ribbed pinnacles may be seen nestling eagles flapping their unfettered pinions in freedom's sunlit ether. Beneath is the chasm, cut through an awful barrier, which yawns and frowns in stern defiance, as the mad waters leap in cascade, foam and spray, passing headlong in wild triumph, seeking their all absorbing kindred element. Jefferson was right in his estimation of this scene.

Passing from Harper's Ferry, we are borne along the Potomac through the ravines, vales and widened plains, with here and there a mountain barrier, offering at intervals exquisite distant views. An object *en route*, noted for its historical antiquity and revolutionary reminiscences, is old Fort Frederick, near the town of Hancock. This was built under the direction of Gen. Washington, and was then on the frontier settlement. We sped onward, and after an agreeable ride found ourselves in Cumberland, a town of some ten thousand inhabitants, located in a small basin or valley, at the base or commencement of the Alleghany range of mountains. This place is rendered thriving and active from the vast coal trade it commands. Leaving Cumberland, our course was through deep gorges

and valleys, penetrating at every turn farther into the mountains, reaching Piedmont, a station at the base of the first prominent mountain. Thence we ascended to Altamont, a distance of eighteen miles, covering a grade of 116 feet to the mile. Notwithstanding the heavy ascent, our steam horse seemed to accomplish it with a heavy train, well filled with passengers, with remarkable ease and rapidity. Altamont is over 2600 feet above the sea's level. The scenery here was fearfully wild, exquisitely beautiful and awfully grand. Passing thence, with gorgeous valleys opening here and there to view, and distant mountain peaks anon rising up, as if to kiss the blue heavens and battle with the storms, upon whose summits may be seen lightning-riven oaks and overhanging crags, threatening to topple and crush all beneath, we reach the town of Oakland, an elevated point on the flats or glades above. We left at mid-day in the valley below, a hot atmosphere, thermometer at 90 degrees, and on ascending to Oakland found it charmingly cool, at a temperature of about fifty-five. Fires were not uncomfortable, and over-coats acceptable. Many persons from Baltimore and other cities resort to this place in summer to spend a few weeks. It is remarkably healthful and fascinatingly pleasant. Mountaineers, who spend their lives in this region, I am informed, live to a wonderful old age, when they finally dry up and are transplanted into invisibility by wintry blasts.

Having bid adieu to the cool shades of Oakland, we made our way across what are termed the glades—constituting some twenty miles of table land on the top of the mountain. At this point the sun seemed to go down, bathing his Orient beams in the crimson West, seemingly afar off, whilst mountain rose upon mountain in the dim distance, forming Nature's sublimest panorama. Now it was a soft golden halo, then a deeper saffron hue, merging into purple, fringed with burning sapphire, until the last faint wave of departing twilight flickered out and kissed good night to the kindling stars. He who beholds such a scene and is blessed with capacity for its full enjoyment may, in his inmost heart, benevolently thank God that he was

permitted the privilege of thus realizing the majestic display of an Almighty Architect.

The boldest, wildest, and most imposing portion of the entire route—that which strikes the beholder most forcibly—lies along the Cheat river, soon after leaving Oakland. Here two immense mountains rise on either side, almost perpendicularly, to an immense altitude, whilst the railroad winds its way along one of them, gradually ascending until the summit is reached. Beneath, many hundreds of feet, in a deep, dark gorge or ravine, whilst the train of cars appears almost to overhang the yawning chasm, sleep the turgid waters, now placid, and anon foaming in wild fury among rocks and crags. Looking down into this awful depth the head becomes giddy and finds relief only in turning upward to behold a more imposing and captivating spectacle of wild beauty, displayed in opening valley and bold declivities. If Mr. Jefferson had beheld this view he would, in my humble judgment, have given it precedence over that of Harper's Ferry. There is fine trout fishing in Cheat river, and many gentlemen resort there for the enjoyment of that sport during the summer. The trestlework and bridging of the railroad track in this vicinity, is said to exhibit engineering and architectural skill beyond anything elsewhere seen in the United States. The cars run over ravines and streams upon trestling from two hundred and twenty to two hundred and seventy feet high. It is frightful to look down whilst crossing, but perfectly secure and safe.

Journeying onward, new views and scenes of deep interest attract the traveller at every point, increasing, if possible, in interest. The train of cars wind through variegated valleys, penetrates mountains by means of deep cuts hewn out of the solid rock, and huge tunnels, still rushing forward, with winding rivers and rippling streams, here and there making their way far down into the valleys. Of the many immense tunnels for which this work is celebrated, may be noted the great Kingwood tunnel, 4100 feet in length. It is a stupendous achievement of art. About 200,000 cubic yards of earth and rock were removed in originally

building and completing this subterranean passage, which cost nearly or quite one million of dollars, in its present finished and perfect condition.

After passing this point there is nothing especially striking, except the wild, sublime, beautiful scenery, such as already alluded to, until the Ohio river is reached, some four miles below Wheeling, where passengers cross in a boat and take passage on the Central Ohio Road, which runs from Cincinnati in a direct line and terminates on the opposite shore. The entire route, however, is fraught with intense interest to admirers of nature, as also those who rejoice at beholding wonderful triumphs of art. I would therefore advise all who can, to make at least one trip over this road. It will amply repay them.

Anxious to return from the Wheeling metropolis speedily as possible, I took passage in a delightful sleeping car, at 8 o'clock the next evening, with the same conductor, Mr. Steele, to whose kind attentions I was much indebted, and falling into the velvet arms of Somnus, travelled the Alleghanies in dreamy delight, careless of danger and happy to get home.

I could not but admire the wonderful accuracy of time made on this road. Ours was the mail or "way" train. We made an average speed of twenty-two miles to the hour, and were scarcely a minute out of the way in reaching each station. The track is built in a substantial manner; cars run with perfect safety, rugged as the route may appear. But one accident of any moment has happened on the road since it was opened, seven years ago, and that from an unforeseen, unavoidable circumstance.

Much credit is due to W. P. Smith, Transportation Superintendent, and the other chief officers, for their careful attention and management. No men are more thoroughly acquainted with the practical working of railroads. Mr. Garrett, the President, also gives it his undivided personal attention, and is destined to give this great work a renewed impetus which cannot fail of complete success. He is a gentleman of enlarged views, great financial abilities, extraordinary energy, combined with a high order of talent. J. W.

[Special Correspondence of the Louisville Courier.]

LETTER FROM BALTIMORE.

Route Hither—A Night's Rest for the Weary Traveler—The Baltimore and Ohio Railroad—Mountain Scenery—A Run up to Washington—Baltimore, its Beauty, its Business, and its Bivalves—A Southern City Running Astray.

BALTIMORE, April —, 1860.

Editors Louisville Courier:

With the admirable arrangements of the Baltimore and Ohio Railroad for the transportation of freights eastward and westward over the mountains, under the present most efficient management of that stupendous work, nothing could seem more reasonable than the success of a line of steamers between Wheeling and Louisville, to form a cheap, direct, and certain connection between the great shipping facilities established at the former city, and also at Parkersburg, and the land and water commercial channels now so rapidly concentrating upon the wharves of your city. And when the enterprise and energy that have made the "Louisville and Cincinnati Mail Line" so successful an experiment, and so popular an "institution" as it has become in the great and ever moving Republic of Travelers, or enterprise and energy like unto that, undertake to establish such a commercial line, it will be found to be a most unquestionable success.

I have spent part of a day examining the workshops, car houses, and rolling stock of the Baltimore and Ohio railroad, and I am prepared to say, enormous as are the agricultural products of our great Inland Valley, and incessant as is the demand made upon them for Eastern consumption and foreign shipment, that this gigantic iron thoroughfare is sufficient for all the drafts that can be made upon it for years to come. The Company not only has a most magnificent depot and

contiguous ground in almost the very heart of Baltimore, but for its workshops, car houses, and idle rolling stock, it occupies no less than eleven acres of land, about a mile distant, upon which it is prepared to supply all that is new, strong, certain and safe, for the uses of eastern and western travel, and the conveyance of merchandize, light or heavy, between the two sections of country. Your readers in the live stock region of Kentucky and the West, in particular, will be pleased that new and altogether improved cattle cars have recently been built at the works of the Company in this city, which are now being put upon the road. While affording the completest ventilation, these cars are so constructed as to shield the animals upon them alike from the heat of the midday sun and the peltings of the pitiless storm.

The claims of this road upon the good graces of Western and Southwestern travelers are equal to those which it it possesses to the business of shippers. I have passed over its entire length twice recently, and can truly say that I never taveled a long distance with more ease and comfort. The speed is good, the cars are as comfortable as cars can be made, and the provision for "creature comforts" at the eating houses, as well as the time allowed to partake of them, are equalled by the similar arrangements upon but few roads with which I am acquainted, and surpassed upon none that I have ever traveled by. And when to all this is added the grand mountain scenery brought to the view of the traveler, with rapid succession of objects it is true, but still with great distinctness, especially of picturesque outline, it is quite impossible that this route should be otherwise than the first choice of persons passing between the East and the West, bent upon either business or pleasure.

The route which I have traveled with most pleasure myself, is from Louisville to Cincinnati by the regular steamers of the mail line, from Cincinnati to Columbus by the Little Miami railroad and its Xenia connection, and from Columbus to Belair (opposite the Wheeling terminus of the B. & O. R R.,) by the Ohio Central

road; and this route I would recommend to others—most especially to all persons from the South or South-West, reaching Louisville by the Nashville Railroad, as it gives them a day's rest and a night's sleep on the boats of the Louisville and Cincinnati Mail Line—truly "floating palaces," with all the good cheer and clear comforts of the best hotels. In addition to which, the morning after leaving Louisville, two or three hours are allowed before the Eastern cars start out from Cincinnati for a walk or a ride about your ambitious and certainly most beautiful up-river neighbor, the "Queen City."

If this continent contains a more beautiful city than Baltimore, I have not seen it. And it is my deliberate opinion that crinoline has more charms in just this locality, than in any other with which I am acquainted—with one solitary exception, which I have too much Kentucky modesty to name. Whether the beauty of the Baltimore ladies is a hereditary endowment, in the main, or is chiefly dependant upon the pure and uplifting atmosphere of the Chesapeake Bay, or derives its unquestionable qualities in part from each of these and in part from the delicious bivalves of the picturesque inlets of the broad expanse of waters visible from nearly all parts of the city, I cannot say; but I record the fact of its existence, as a simple act of justice, and if any city feels aggrieved, and chooses to dispute the saying, I shall consider myself under obligations to "vindicate the truth of history," and will stand by the Baltimore ladies to the last.

The business energies of this city are among the wonders of the day and of the section of the Union in which it is situated. If the cities of the South generally, would follow the example of Baltimore in emulating the manufacturing and commercial spirit of the North, there would be fewer and slighter contrasts than, unfortunately, there now are between the two sections, and we should have much less complaint from the overshadowed and the left-behind than we now do, and witness fewer manifestations of jealousy and dis-

content. It is a great city—the only really great city of which the South can boast.

Among the ill-judged flings at Northern skill and enterprise, which we so frequently hear among Southern men and see in Southern newspapers, are those aimed at small manufactures and other ventures, under such phrases as "wooden clocks," "Yankee notions," &c. If those who make these things would imitate the activity at which they sneer, the South would have more Baltimores, the North fewer Lowells and Cincinnatis, and the Union a juster distribution of wealth, intelligence, and contentment.

These thoughts are very forcibly impressed upon my mind just now, by examining a statement of the trade and commerce of Baltimore for the year 1859. This statement is full of interesting and gratifying facts, all going to show the activity and energies of the Baltimore people. But, alas! it reads like a Northern and not a Southern report, and even condescends to particularize, among the elements of wealth and greatness of the city, enterprises akin to the "wooden clocks" and "Yankee notions" of New England. Only think of the following paragraph, as constituting part of a grave annual statement of the trade and commerce of a proud Southern city! The South condescending to pick tomatoes and strawberries for the West, and going to the trouble of packing them in tin cans! *Won't* the pride of rice kegs and cotton bales rise at this:

"In close connection with the Oyster business, we must not omit to mention that the preservation of Fruit forms an important item of trade, as we shall presently show. The perfection which, in our climate, is attained by peaches, strawberries, tomatoes, &c., besides their cheapness and abundance, renders these fruits peculiarly adapted to preservation, and large quantities are therefore exported every season. An experienced house engaged in the trade has made an estimate of the business of last season, from which we learn that 375,000 cans of peaches, 150,000 cans of tomatoes, 100,000 cans of green corn, 60,000 cans of

peas, besides 175,000 cans apples, strawberries and other fruits, were packed the last season. These, at 25 cts. per can average, amount in value to $215,000."

The "oyster business" alluded to in this extract, smacks also of the "Yankee notion." *Southern* Baltimore dredging and packing bivalves for Western Cincinnati, Louisville and St. Louis! Tell it not in Gath or Charleston: publish it not in the streets of Askelon or Richmond. It appears from the annual statement to which I have referred, that this business gives employment to an average of no less than 2,500 men, and produces annually four and a half millions of dollars! A thousand vessels are engaged in it, and it forms a large item of the westward freighting business of the Baltimore and Ohio Railroad. Here are a few more facts, gleaned from the report:

The quantity of tin plate used for this especial business is no inconsiderable item. It is supposed that the value of tin plate and solder annually consumed is not less than $250,000. The number of tinners employed in the manufacture of cans is over three hundred, and one factory alone, in which machinery is extensively employed, made this year one million of tin cans. About 1,000,000 feet of lumber are consumed in the manufacture of boxes for packing the cans, to make which two hundred carpenters are employed. Exclusive of the value of the vessels, buildings, &c., the capital invested in the business is about $1,000,000.

Value of trade in packed oysters . . .		$3,500,000
Do.	Oysters consumed in city and vicinity	1,000,000
Do.	Preserved Fruits	215,000
	Total	$4,715,000

That is a pretty big "Yankee notion,"—almost as big as a bale of cotton,— but Baltimore goes in also for others. She is even so vulgar as to manufacture soap and candles—villainous tallow candles, at that—and sells knives and forks, hats and shoes, pots and

kettles, crockery and glassware, and "ready-made clothing!" There is, manifestly, no hope for Baltimore.

So concluding, I ran up to Washington the other day, to look in upon the glory and grandeur of the Federal Capital. The "city of magnificent distances" has improved much since I last saw it—but I must avail myself of some other occasion to speak of its newborn graces. Yours, &c., W. D. G.

THE EXTENT AND IMPORTANCE OF THE BALTIMORE & OHIO RAILROAD.

EXTRACT FROM A SPEECH DELIVERED BY THE HON. REVERDY JOHNSON BEFORE THE CIRCUIT COURT, AT BALTIMORE, UPON THE "EXTRA DIVIDEND" CASE.

But may it please your Honor, he who does not know —looking to the extent, and the infinite number of the ramifications connected with this road, he who does not know the progress in wealth and prosperity which is before the people of the United States, the result of fortunate climates, free institutions, and rich and fertile soils, of an ingenious and industrious people, of mineral resources to be found in abundance everywhere—is not fit for a seat at that board. You do not know, your Honor, and cannot know—for it has not been the subject of your study—what this road is to be in the future. At my instance, some statements going to show the extent and importance of this Road and its connections have been placed in my hands by a gentleman who has long been connected with this Company, and who takes a very lively interest in it, and I thought it was due to your Honor to present you some of these facts, in order that you might see what a mighty engine it is which you are asked, in some measure, to arrest, through the instrumentality of that discretionary process of injunction, striking down from the hands of the Directors the power of management over the Road, which the law supposes them abundantly able to manage, and therefore intrusts them, so far as words can go, with authority to manage. I thought it was proper that you should have brought before you the actual extent of this great work, which practically, according to the doctrines of the counsel upon the other side, is to be conducted here, or in the rooms of

the City Council of Baltimore, or around the table of some stock-jobbing speculators. Your Honor will therefore pardon me, if I give you very rapidly some general idea of the extent of this work.

Its length from Baltimore to Wheeling is 379 miles, and the length of its branch road to Washington is 31 miles. Its local branches and its tributaries, connecting it with Frederick, Md., Winchester, Va., the Coal Mines of the Cumberland region, and other coal mines, and the Parkersburg branch, just added, give it some 175 miles more, making an aggregate of 586 miles; and if to that you add the extent of the double track which is now about 105 miles, (without adding the extent of almost one hundred miles of sideling,) you have an aggregate of 691 miles, belonging, or exclusively tributary, to the Baltimore & Ohio R. R. Co. But this is only the beginning. May it please your Honor, what are the connections it has all around the compass? Eastward, it is connected directly with Portland, in the State of Maine; Southward, near the Atlantic Coast, beyond the Cape Fear River; Northwestward, beyond Wisconsin to Minnesota Territory; West, to St. Joseph's and Fort Leavenworth, on the confines of Kansas; and Southwest, to New Orleans. And its lateral ramifications, may it please your Honor, during these immense routes, are innumerable.

On the East, we find that it connects, first, with the Philadelphia, Wilmington and Baltimore Railroad, 98 miles, to Philadelphia, where it then connects with the Camden and Amboy and the New Jersey Railroads, the one 87, and the other 96 miles in length. That carries us to New York; from New York to Boston it is extended by two at least of the inland routes to that city, and there we have the Boston and Maine Railroad, 111 miles, which virtually continues our Baltimore and Ohio Railroad to Portland. These are all now in operation, and contribute to this road, making in the aggregate 600 miles. Beside this—as your Honor, of course, knows—we have also through the intermediate Canals, and by sea around the Bay, by means of all descriptions of Steam and Sail Navigation, we have thousands of miles of substantial business connections.

On the South, we connect with the Potomac River, Richmond, Fredericksburg, and Potomac, the Orange and Alexandria, the Manassas Gap, the Virginia Central Railroad, uniting Baltimore and the West through Baltimore with Richmond, Staunton, and all the intermediate

portions of Virginia; beyond Richmond, the Richmond and Petersburg, Roanoke and Weldon, the South Side, the North Carolina Central, and other lines, continue these connections in the most direct form to Southern and Central Virginia, with Raleigh and the greater portion of North Carolina. Beyond Wilmington, by the Wilmington and Manchester and other finished roads, all portions of the State of South Carolina are united. I have got them all here, but I have not time to read them over. I have read all that is necessary for my purpose.

Now see its direct ramifications, West. In looking to the West, we find that at Benwood, 4 miles below Wheeling, the Road unites with the Central Ohio Railroad, running through the heart of Ohio to Columbus, 157 miles. At Zanesville, 78 miles from Benwood, upon this line, the Wilmington Road connects it with Cincinnati, 167 miles.

At Newark, 108 miles from Benwood, the Sandusky and Mansfield Railroad diverges to Sandusky on Lake Erie, distant 112 miles. At Columbus, the Central Ohio Road unites with the Cleveland and Columbus Railroad, 138 miles to Cleveland, and at Columbus it also unites with the Little Miami Railroad to Cincinnati, 119 miles. At Parkersburg, the last completed terminus of the Baltimore and Ohio Railroad, an important new connection is about being developed in the Marietta Railroad, which is to connect Baltimore with Cincinnati, and through Cincinnati with all the great West and Southwest, by a line from thirty to sixty miles shorter than at present. At Cincinnati, the Ohio and Mississippi Railroad, a great enterprise—the last rail of which is perhaps this day being laid—will carry the Air Line connection to the city of Saint Louis, 335 miles distant, where, again, the rapidly extending Pacific Railroad still further unites Jefferson City, the capital of Missouri, 125 miles further west, with Baltimore, and its eastern and southern connections. The various lines that radiate from and concentrate business upon these trunk lines between Baltimore and Missouri, are almost innumerable, draining the States of Kentucky and Western Tennessee, on the South; Ohio, Indiana, and Illinois, on the North: and Missouri and Kansas on the West. I have not half exhausted the enumeration of these uniting lines, which, in the aggregate, form a system of nearly 8,000 miles of railroad, and tributary to the Baltimore and Ohio Road.

Need I ask you, may it please your Honor, is it not as certain as the revolution of the seasons, that a road of

that description has not reached in its present prosperity, the limit of which it is capable? It is evident, manifestly evident, that this work, mighty as it is now, great and extraordinary as is the wealth which it is pouring into our city now—which has increased the value of our property even beyond the estimate of figures, and rendered us able to bear taxation which, years ago, we could not have borne—which is destined in a few years, comparatively speaking, in the age of a city, to make Baltimore one of the first cities of the American continent, if not of the world, in all the grandeur that consists in population, in arts and sciences, and in wealth—this work is but in its infancy. It has just started in its progress of perpetual manhood, which is to know no decay. Its charter is permanent, it looks to *all time*—provided, in the Providence of God, these institutions of ours—the freest with which He ever blessed humanity—are suffered to remain, with an ability to withstand all the arts of the demagogue and the fanatic!

WINTER SCENES ON THE BALTIMORE AND OHIO RAILROAD.

The following paragraphs, which appeared under the above caption in the Baltimore *Sun*, on the 29th of January, 1856, will be read with interest by all who have ever travelled over the Western divisions of the Baltimore and Ohio Road:

The extraordinary weather that has prevailed in this latitude for the past three or four weeks has had its full effect upon our railroads and other means of travel and transportation. At times, indeed, it was thought that a perfect embargo had been laid by the snow upon our communications, especially those with the West. When it is remembered that the Western or Mountain divisions of the Baltimore and Ohio road, with their long grades, deep cuts, enormous gorges, &c., have never before been visited with a serious snow storm since that great work was opened to the Ohio river, three years ago, the unusual difficulties lately presented will be better understood. One whose position necessarily renders him conversant with these difficulties, as well as the means which are employed for achieving a triumph over them, furnishes us the following interesting portraiture of the present "winter scenes" upon the road:

In many places upon this magnificent highway the Express trains have had to literally plough their way through immense drifts of snow, often from six to fifteen feet in depth. This has in every case, however, been successfully done, though sometimes requiring the united power of four and five of the pondrous Winans' engines linked together. The company is, fortunately, well supplied with these powerful machines, which weigh some thirty tons each, and have great tractive power. Their resources under this head are also much increased by a number of splendid and powerful ten-wheel engines, built by the Denmeads, and at their own shops, by Mr. Hayes, their well known Master Mechanic.

The encounters with the snow upon this road have led to some very thrilling scenes. At times the string of locomotives with their bold "plow" in front have rushed suddenly upon a heavy drift, and before their power has been checked by the opposing force, they have become well nigh buried in the white bank. After passing through this obstruction, the engines are turned around at the next station, and renew the assault from the opposite direction, thus by repeated efforts effectually pushing off and "crushing out" the obstinate mass, until a lane is formed and the track is thoroughly cleared for the passage of the regular trains. These trains in traversing the avenues thus made for them, literally pass *through* the snow, for it is piled up on either side in some places to the height of the car tops. An interesting view of this character may now be seen at the passage through the Carroll Manor in Frederick county, but 60 miles from Baltimore, where the late snows have invariably drifted across the road to a great depth.

Perhaps the most magnificent phenomena on the line of the road presented by the late action of the elements are to be witnessed west of Piedmont at the bold "approach cuts" to the larger tunnels. Here are views worthy of the poet and the painter, and that would justify a thousand miles journey. As you enter one of these cuts, the gaping mouth of the tunnel is seen at the farther end. The sides of the cut are quite steep and rapidly rise until the head is reached, at the mouth of or entrance to the tunnel, where they are from forty to eighty feet in height. This forms an avenue for the road, open above, of from four to eight hundred feet in length, before the tunnel itself is entered.

The whole of the sides of these great chasms, as well as their high ends at the entrance to the tunnel, are com-

pletely covered with a solid coating of ice, varying in thickness from two inches to two feet. This is formed by the congealing water which trickles down from the lofty hills around and above.

This sight is a novel one, and at the Board Tree and Welling Tunnels approaches the sublime. Ideas of the Alpine glaciers at once possess the mind, while the gigantic icicles that hang from the higher edges of the cliffs and the mouths of the excavations, remind us of the stalactites of the Mammoth Cave, and the more celebrated Grotto of Antiparos. At any time this scene is inspiring and wonderful, but when the bright sun bestows his full blaze upon its crowning points, the effect is greatly heightened. It will thus be seen that this great road presents its peculiarly romantic wintry aspects, as well as its already renowned scenery to attract the eye of the summer tourist.

It is to be presumed, however, that the severity of the season, which has closed the Ohio river and otherwise impeded the connections of the road, besides exercising a depressing effect upon business affairs generally, has operated materially against the company's revenue for the current month. It is said that the business had greatly revived last week, and its usual regularity returned, when the new and heavy weekly instalment of snow which fell Sunday morning and yesterday again impedes its progress. But it is expected that no serious interruption will follow this last storm, as all things were in readiness for the labor of clearing the track.

We may allude to another difficulty with which the company has had to contend during the recent severe weather; this is the great effect of the frost upon the machinery. It is well known that continued frost acts with damaging effect upon the more exposed parts of cast iron. In locomotives, and in the wheels, axles, &c., of all cars, this is especially the case. We hear from all quarters of the effects of the cold in this particular. The newest and most solidly built machines are not exempt from this liability, and it may be safely estimated that at no previous period has there been more damage resulting from the weather—in this part of the country particulary—than during the last three weeks.

"A JUNE JAUNT" ON THE BALTIMORE AND OHIO RAILROAD.

In June, 1856, a distinguished party of gentlemen tourists, among whom were the historian Bancroft, Prof. Henry, and several others, took a leisure look at the historical and natural scenery of the Baltimore and Ohio Road. Brantz Mayer, the Author, was of the number, and who afterwards published a very full and graphic account of the trip in Harper's *Monthly Magazine*. From this we extract the following paragraphs relative to the Mountain division of the Road, from Piedmont to Grafton, 70 miles in length:

"No one, I am sure, has ever looked westward from this point without wondering how the passage is to be effected; yet no one has made the journey without equal surprise at the seeming ease by which science and energy have overcome every impediment. As you pass forward from Piedmont, the impression is that you are about to run a tilt against the mountain flank with blind and aimless impulse: but a graceful curve winds the train out of harm, and you move securely into the primeval forest, feeling the engine begin to 'tug up the steeps as it strikes the edge of Savage River, which boils down the western shoulder of Savage Mountain. The transit from the world to the wilderness is instantaneous. Mr. Bancroft and I mounted the engine at this spot so as to enjoy an unobstructed view of the scenery during the ascent; and although a gust began to growl over the mountains, with frequent flashes of lightning and thunder, we kept our post, finding the grandeur of the prospect enhanced by the rush of the storm as we rose higher and higher on the mountain flank.

No one has observed fine scenery without ack owledging the difficulty of its description; for its impression is purely *emotional*, and emotion is so evanescent that the effort to condense it into language destroys the sentiment as breath destroys the prisms of a snow-flake. We may give a catalogue of pines, precipices, rocks, torrents, ledges, overarching trees, and all the elements that make one "feel the the sublimity of a stern solitude;" but I have never been able to convey, by words the exact impression of such scenes, nor do I believe we can obtain what is somewhere called "a realizing sense" in the

descriptions of others. In this respect, music and painting have more power than language; music has the spirituality which painting lacks, and painting the body in which music is deficient; but, as their effects can never be completely united, we must despair of influencing the mind at second hand from Nature.

And so we rolled resistlessly upward, for seventeen miles along the broad ledges, seeing the tree-tops sinking as we swooped into the air, which freshened as we arose; seeing the vale grow less and less, and the summits that were just now above us come closer and closer till we touched their level; seeing the river whence we started shrink into a film into its bed; and seeing the narrow, upward, imprisoning glimpse widen into a downward, distant reach.

On we hurried without halting but once, till we turned from the Savage Valley into the Crabtree Gorge, along the flank of the great Alleghany Backbone; and a few miles above Frankville, (an eyrie among the summits, some 1,800 feet above tide, and 1,100 feet above Cumberland,) cast our eyes back toward the north-east for a rapid glimpse of one of the grandest views in the mountains. The gloomy masses of Savage Mountain tower on the right, fold upon fold, and the eastern slopes of Meadow Mountain, with its spurs, on the left; while between them the Savage River winds away for miles and miles in a silvery trail till it is lost in the distance. Throughout the whole passage from Piedmont to Altamont (2,620 feet above tide and the greatest elevation along the route) the road constantly and almost insensibly ascends, in every portion filling the mind with a sense of as perfect security as if the transit were made in a coach.

At Altamont we dipped over the eastern edge of the Alleghanies, and by a slight descent entered the highland basin of the old mountain lakes, which extends over many thousand acres, and is known as the "Glades." There the Youghiogheny takes its rise, while the dividing ridge of the great Backbone sends the water on one side into the Gulf of Mexico, and on the other into the Chesapeake. These beautiful glades, or mountain meadows, are not connected in a level field like our western prairies, but lie in broken outlines, with small wooded ranges between them or jutting out from their midst in moderate elevations. At this height the air is extremely rarified and cool throughout the summer; so that, although the country is not adapted for agriculture, it is calculated for every species of animal and vegetable life

that is disposed to run wild and take the world as it finds it. It is rich in all the natural grasses that delight a herdsman, relieved by islands of white-oak interspersed with alder; it is full of copious streams, kept full and fresh by the clouds that condense round the summits; its waters are alive with trout, and waste themselves in deep cascades and falls after furnishing pools for the fish; it pastures innumerable herds of sheep, whose tenderness and flavor rival that of the deer which abound in the woods; wild turkeys and pheasants hide among its oaks, beeches, walnuts, and magnolias; the sugar maple supplies it with a tropical luxury in abundance; the woods are vocal with larks, thrushes, and mocking-birds; and in the flowering season nothing is gayer than the meadows with their showy flowers.

A little village is growing up at Oakland in the midst of these glades, as a sort of nestling-place for folks who are willing to be satisfied by being cool, quiet and natural during summer. We halted there for the night, and were not reluctant to ensconse ourselves beneath blankets even in the "leafy month of June."

In order to make this new resort popular, it is necessary, as the world goes, to have the lead of a fashionable belle, or the command of a fashionable doctor. Nature, of itself, is not sufficiently attractive for artificial society; so that one must either be *ill* or be *led*, in order to adopt what is really good, and surround it with allurements of French cookery, fast horses, a band of music, and weekly balls. It was many years before Saratoga and Newport ripened from a simple well and a wild sea-shore into the luxuriant style of Bath and Brighton. Yet I do not despair of seeing the day when the Maryland Glades, the head-waters of Potomac and Cheat, and the romantic cascades of the neighboring Blackwater will be crowded with health-hunters. The turn of Nature to be in fashion again must come round: for when invention exhausts the artificial, (and the age of hoops seems verging on that desirable end,) there is no resource but simplicity. There are numbers of reasonable people who must be eager to quit the beaten paths, and escape to spots where they will not be stifled by society; and these glades and mountain streams, with their constant coolness and verdure, are precisely the places for them. For several years, many of our Maryland and Virginian sportsmen have been fishing the streams; beating up the deer, pheasants, and wild turkeys; driving over the fine upland roads; drinking the pure water; exercising robustly for a month

or more; sleeping soundly every night of July and August, and getting back to their work in the fall as hearty as the "bucks" they made war on in the mountains.

Let me recommend Oakland to a cook who wishes to make a reputation on venison and trout, and to a belle who is brave enough *to bring Nature into fashion!*

We slept at Oakland. The mists hung high over these highlands long after sunrise, and the air was so bracing that we found overcoats necessary as we bowled across the great Youghiogheny, on a single arch of timber and iron, and passed the picturesque Falls of Snowy Creek, where the road quits the prairie and strikes a glen through which the stream brawls in foam, contrasting bravely with the hemlocks and laurels that line the pass.

At Cranberry Summit the mountain-levels and glade-lands terminate, at an elevation of 2,550 feet above tide, and only 76 feet lower than Altamont, where we entered the field, twenty miles back.

From this elevated point we catch the first grand glimpse of the "Western World," in a long gradual sweep down the Alleghanies toward the affluents of the Ohio. The descent begins instantly, along the slopes of Saltlick Creek, through a mass of excavations, two tunnels, and fifty feet of viaduct. Downward and downward we swept as comfortably as on a plain, till an easy and almost imperceptible descent of twelve miles, through a forest of firs and pines, brought us to the dark waters of Cheat River. After the difficulties of ascending, crossing the Backbone of the Alleghany, and descending its first western slope—all of which, like Columbus's discovery, "seem so easy" now that they are overcome—a new marvel has been accomplished in the preservation of a high level by massive viaducts and by boring the mountains with tunnels. On Cheat River, at the bottom of this descent, we approached the first of these marvels, two noble arches of iron, firm and substantial as the mountains they join. Then comes the ascent of Cheat River Hill. Next are the slopes of Laurel, and its spurs, with the river on the right; till the dell of Kyer's Run is passed on an embankment, and Buckeye Hollow crossed on a solid work whose foundations are laid deeply below the level of the road. Both of these splendid structures have walls of masonry, built of the adjacent rock.

Beyond this we reach Tray Run, which is passed by an iron viaduct, six hundred feet in length, founded on a massive base of masonry as firm as the mountain itself. All these remarkable works—chiefly designed by Mr.

Fink—have borne the trial of heat and frost, travel and transportation for several years; and when closely inspected, their immense solidity, security and strength, are as easily tested by the eye as they have been by use and time.

These beautiful structures had hardly been passed when we wound upward across Buckthorne Branch, and half a mile further, left the declivities of Cheat River, with its brown waters dyed by the roots of laurel and hemlock, and bordered by the bright flowers of the rhododendron. Our last glimpse of this mountain river was through a tall arch of forest, rounding off, far below, in its dark valley of uninhabited wilderness.

Beyond Cassidy's Ridge, we encountered another, and perhaps the most remarkable of these gigantic works. The road can only escape from its mountain prison by bursting the wall. Up hill and down hill, through brake and ravine, it has cleft its way from Piedmont, like a prisoner seeking release from his bars, till at last it finds a bold barrier of 220 feet abruptly opposed to its departure! For a while, (before the entire completion of the road,) engineering skill led a track *over this steep by an ascent of* 500 *feet in a mile;* but finally the giant has been subdued, and the last great wall of the Alleghanies passed by piercing the mountain. For nearly three years crowds of laborers were engaged in blasting through solid rock the 4,100 feet of the Kingwood Tunnel, and a year and a half more was spent in shielding it with iron and brick, so as to make its walls more solid, if possible, than the original hills.

For five miles from the western end of this tunnel, we descended to the broader valleys about Raccoon Creek, and gliding through another tunnel of 250 feet, followed the water till we entered the Tygart River Valley, at Grafton, where the North-western Railway diverges to Parkersburg, on the Ohio, ninety-five miles below Wheeling. The establishments of the Company at this point are erected in the most substantial way for the comfort and security of all who may visit this interesting region.

There are few routes of travel in America—and none, probably, by rail—worthier of attention than the region between the slopes of the western gladeland to the mountain exit at Kingwood. It is all absolute mountain, absolute forest, absolute solitude. In winter it is the very soul of desolation, when the trees are iced, like huge stalactites, from top to bottom, and the ravines among the cliffs blocked with drifted snow. But in spring or

summer it presents splendid bits of forest scenery. The glens are narrow, and there are few distant prospects; but there is every where the same ragged bloom—the same overarching hemlocks and firs—the same torrent roar, foaming over rocky beds—the same fringing of thick-leaved laurel—the same oozy plashes of morass, rank with dark vegetation—the same black mountain face—the same absence of people and farms—the same sense of absolute solitude.

But in Tygart's Valley the landscape softens and becomes more human, with the marks of agriculture and habitation, and the road seems to bound along more gayly, as if exulting in its release from the mountain. The river winds gently through rounder and lower hills and boarder meadows, broken only by "the Falls," which, in a few steep pitches, tumble seventy feet in the distance of a mile. Not far from this point, Tygart River and the West Fork unite to form the Monongahela, which, a quarter of a mile below the junction, is crossed by an iron viaduct of 650 feet long—the largest iron bridge in America, and due to the engineering skill of Mr. Fink.

In these central solitudes every thing seems to be the property of the wilderness—a wilderness incapable of yielding to any mastery but that of an engineer; and it may fairly become a matter of *national* pride, that scientific men were found in our country bold enough to venture on grades by which any mountain may be passed. Where ground was wanted, Nature seemed to have scooped it away; where it was not wanted, Nature seemed to have stacked it up for future purposes. There are considerable difficulties between Baltimore and Cumberland; yet, in a country which rises only 639 feet above tide in 179 miles, a road may be constructed by ordinary perseverance and skill. But they who desire to understand the power of science in conquering nature by steam and iron, must climb and cross the Alleghanies between Piedmont and Kingwood. The success of this, the most difficult portion of the enterprise, is due to the engineering of Mr. Latrobe, and the financial energy of Mr. Swann.

As the pioneer of such internal improvements in the Union, it has been the school for subsequent railways, and deserves the gratitude of scientific men for the true principles of location and construction. The bridging and tunneling alone along the whole route, amount to about *five and a quarter miles;* the laborers and employees

form almost five regiments in number; and, when we take into consideration the depots, tanks, engines, rails, station-houses, and innumerable cars for freight and travel, as well as the two lines of telegraph wires, belonging exclusively to the Company, which keep every portion in communication and successful operation throughout the line, one no longer wonders that twenty-five millions were expended on the structure, but is only surprised that the people of a small, single State, could accomplish so colossal an enterprise.

THE PRESIDENTIAL INAUGURATION—CAPACITY OF RAILROADS FOR TRANSPORTING LARGE MASSES OF PEOPLE.

The Baltimore and Washington newspapers teemed with accounts of the prodigies performed by the Baltimore and Ohio Railroad Company, in its very large operations in transporting visitors to Washington to witness the Inauguration of President Buchanan on the 4th of March, 1857. The ease and thoroughness with which this great movement of the masses was executed, affords a striking illustration of the value of the railroad system in promptly concentrating an army at a given point for defence. It has been since estimated by an officer of the Baltimore and Ohio Company—the pioneer in the system in our country—that in an emergency requiring it, this road could transport from Ohio to Baltimore within 30 hours an army of 10,000 men, with all their munitions, without exhausting the resources of the road.

One of the notices alluded to, in a Baltimore Journal, of March 7th, was as follows:

Extraordinary Railroad Travel.—The number of persons carried into Washington by the Baltimore and Ohio Railroad during the four days ending with noon of the fourth instant, is said to be as nearly as it is possible to get at it, between 10,000 and 11,000. As the same number will be likely to have been brought away from Washington during the succeeding four days, we have thus the extraordinary and probably altogether unprecedented aggregate of 21,000 persons transported in eight consec-

utive days by a single track railroad between two of the principal cities of the Union, 40 miles apart. When it is borne in mind that this has been done promptly and regularly, and in the most satisfactory manner; that it has been attended with no loss of life or limb, or even the slightest personal injury; and that (as far as the officers of the road are advised) not a single article of baggage has been lost, it certainly presents a favorable result, of which the Baltimore and Ohio Railroad Company and the Baltimore community may be proud.

ONE WORD ABOUT RAILROAD CONDUCTORS.

How much it adds to the comfort of travelling to be placed in charge of gentlemanly, polite and attentive conductors. We have seen persons in charge of railroad trains who evidently appreciated the importance of their position. The office of a conductor is a responsible one, and they seem determined that every one should know that *they* felt it so. To travel under the direction of such a man, all dignity and self-importance, is the most unmitigated bore I know of. But I am glad to say from the experience of my present route, such instances are not frequent. I have not met a single example of starched importance, or gross impertinence on any of the roads I have traveled. It is particularly due to the conductors of the Baltimore and Ohio, and the Central Ohio railroads, to say that they are gentlemanly and attentive to the wants of travelers. I do not mean the outside politeness, which has a bow and a smile always ready, but that more solid sort which anticipates the wants, and prompts to little acts of attention so acceptable to a stranger, and which makes one feel at home and cared for.—It is this politeness exercised towards every one, which makes these roads so comfortable to travel on.—*Cincinnati Railroad Record.*

THE PRESENT EXTENT OF THE RAILROAD SYSTEM.

The New York Courier and Enquirer of a recent date, gives a summary showing the number of miles and cost of railroads in the world. Tha summary is of later date than the separate statements given by the different wri-

ters on railroads—Tooke, Gardner and others—and, of course, shows an increase. There is a discrepancy between the number of miles in operation in Germany, according to the authority of Tooke, and the following.—This is explained by the fact of many of the railroads stated by Tooke as belonging to Germany should be placed in the column of French and Belgic Railroads.—The following table also exhibits the low cost of American Railroads compared with those of Europe:

COMPARATIVE TABLE OF RAILROADS IN OPERATION.

	English Miles.	Cost in dollars,	Cost per mile.
United States (1856).....	26,000	$920,000,000	$35,000
Great Britain (1855).....	8,297	1,487,016,420	179,000
France (1856).....	4,038	616,118,995	152,000
Germany (1855).....	3,213	228,000,000	71,000
Prussia (1855).....	1,290	145,000,000	63,000
Belgium (1855).....	1,095	98,500,000	90,000
British Provinces.....	823	41,600,000	50,000
Cuba.....	359	16,100,000	45,000
Panama.....	47	7,000,000	150,000
South America.....	60	4,500,000	75,000
Russia.....	422	42,500,000	100,000
Sweden.....	75	7,500,000	100,000
Italy.....	170	17,000,000	100,000
Spain.....	60	6,100,000	100,000
Africa.....	25	3,100,000	125,000
India.....	100	15,000,000	150,000
Total.....	46,074	$3,655,435,415	$79,000

Accompanying this a table appears, showing the railroad progress in the United States for the year 1857, and a comparative view of the progress annually in each State since 1828, the date of the beginning of the system.

From the column showing the number of miles for the year ending January, 1858, we find that there were only about seventeen hundred miles named or built during the year, which is a smaller number than for any year, since 1850. The construction of American railroads for the past year of 1857 has been principally in the following States, viz: Pennsylvania, Virginia, Florida, Tennessee, Ohio, Indiana, Wisconsin, Iowa and Missouri.

The *Courier* observes that:—The progress of railroads in the United States, their effect upon the prosperity of the country, and their future prospects, are much beyond the wildest dreams of the originators of the system. The number of miles built in the first ten years of our railroad history, beginning in the year 1828, was 1,843, of which New York State built 18 per cent. The number of miles built in the second ten years, or from 1838 to 1848, was 3,039, of which New York built 15 per cent. From 1847 to 1856, the number built was 18,794, of which New York State built 9 per cent. At the present time New York State has over 11 per cent. of the total length of railroads, and ranks next to Illinois in number of miles. Our railroad history has had two eras—the first, from 1828 to 1848, when there was in the number of miles built an average increase of 268 miles per year—and the second from 1848 to 1856, having an average increase of 2,350 miles per year. In many of the States the development of the railroad system is quite equal to the wants of the people—but in many others, Kentucky being the most notable instance, it is much less.

For the next few years, new railroads will have to be built by local assistance and with the aid of the State to be benefitted. The time has past for the West to depend upon us for capital, or for us to look to Europe."

RAILROAD PROGRESS IN THE UNITED STATES—INTERESTING STATISTICS.

The Secretary of the U. S. Treasury, in his last annual report, stated the railroad debt of the United States at four hundred millions of dollars, and attributed no little of the monetary disturbances of the country to the very heavy and frequently indiscreet expenditures and action of these roads. The New York Railroad Journal estimates that $1,000,000,000 have been expended upon the work already completed or now in course of construction; the annual receipts being $120,000,000, affording a net revenue of five per cent. upon the entire cost. This statement is more favorable than has been expected—if it is fully reliable.

In the year 1857, 1,920 miles of new roads were opened, and since 1850, 19,000 miles. The number of miles in operation in 1858, is set down at 26,210, against 15,511

in 1854, 10,898 in 1852, and 7,350 in 1850. The actual number of miles in each State, and the aggregate cost, are said to be as follows:—

	Miles.	Cost.
Maine	543½	$17,365,220
New Hampshire	631½	19,766,405
Vermont	557	23,322,085
Massachusetts	1,388	71,569,326
Rhode Island	98	4,384,489
Connecticut	582	21,788,477
New York	2,590	143,316,876
New Jersey	468¾	24,552,397
Pennsylvania	2,545	96,031,086
Delaware	101	2,034,351
Maryland	571½	37,422,742
Virginia	1,233	34,583,082
North Carolina	586	11,421,939
South Carolina	943½	16,208,070
Georgia	89	24,536,656
Alabama	559¾	17,392,337
Mississippi	469	5,457,274
Florida	112½	2,275,000
Louisiana	260	8,375,891
Texas	127	1,816,292
Arkansas	39	780,000
Tennessee	635½	22,375,515
Kentucky	314	12,112,092
Ohio	2,946	89,140,442
Indiana	1,799	39,556,987
Michigan	614	36,617,323
Illinois	2,677	87,848,448
Missouri	342	17,777,414
Iowa	311	7,751,646
Wisconsin	872½	21,403,814
California	22½	1,100,000
Total	26,210	$919,990,516

In the year 1857, there were in the United States 126 railroad accidents, causing the death of 130 persons and wounding 530 others. This is a decline on the previous year. In Great Britain, during 1856, 281 persons were killed by the railroads and 394 injured, out of an aggregate number of 129,347,592 passengers. The per cent. of killed being only 07, and of wounded 2.18, or in other words, one person in every sixteen million was killed. and one in every four hundred and fifty thousand wounded,

THE VALUE AND IMPORTANCE OF RAILROADS.

The *National Intelligencer*—the Nestor of Newspapers—in a very recent number says:—

We have heard of a farmer in the Tenth Legion of Virginia, who is an unbeliever in the benefit of Railroads, and opposed to his county's giving any encouragement to the making of one through it. As there may be "more of the same sort" in that region of the Ancient Dominion, we insert for their edification, if they "ever read the papers," the subjoined forcible article from the Philadelphia *Enquirer*, and which we understand is from the practical pen of the Hon. Joel B. Sutherland, of Pennsylvania.

From the Philadelphia Inquirer.

The railroad interest is sadly depressed at the present time. We are sorry, moreover, to see a disposition in some quarters still further to depreciate this invaluable species of property. The railroads are among the essentials of the age. No great country can do without them. They facilitate trade and travel, increase the value of land, and open up to the hardy pioneer new homes and fresh sources of independence and wealth. What, indeed, would Philadelphia, New York, Boston, and Baltimore be without railroads? What would be the condition of the mighty West at this time but for these great highways, these links of steel which bind the Union together in a common brotherhood? But let us enter somewhat into detail, and show the true use of railroads. A thousand points might be stated calculated to prove their advantages; but on the present occasion we will confine ourselves to a few. First, then. They carry the mails of the United States with a certainty and celerity never anticipated in olden times. Nor do they allow mail-robbers to stop the cars and bear away the letters.

2. They transport the soldiers of the Republic, with all the munitions of war, at all times, cheaply and expeditiously. During the war of 1812, a barrel of flour at Buffalo cost $70, in consequence of the almost impassable roads thither, and the snail-like travel of the horse and wagon line.

3. They have enhanced the value of lands greatly in the eastern and middle sections of the Union, and in the almost boundless West, the value of the territory is *nearly, if not quite, quadrupled by them.*

4. They have enlarged our commerce between the several states immensely. In fact they may be said to have *taken up* whole cities, with their almost countless inhabitants, quietly, as if by magic, and have set them down in close proximity to other flourishing cities.

5. They with the Telegraph, give speedy notice of the illness of sick or dying friends, and transport us to the bedside of those we love at a moment most desired in one's whole existence.

6. Without them the people of the eastern metropolitan cities would be left in a great measure destitute of beef and produce from the great West.

7. They protect our seaboard from the assaults of a foreign enemy, as they can upon the *flash* of the telegraph notify the whole West if any foe should threaten to land upon our soil, and thus hurry down to the point of attack innumerable men and arms to drive back the assailants.

8. Nay more, they may be said to stand instead of forts; for no nation would think of venturing to land with such swift and prompt lines of railroad to pour down our forces upon them almost instantaneously.

9. It is now conceded by all reflecting men, that if a railroad had been in existence between Philadelphia and Washington, the British would never have made an assault upon the capital of our country.

10. Nor would the French and English armies have *carried the war into the Crimea* if the Emperor Nicholas, before he broke with the Turks, had been as sagacious as many represented him to be, and constructed railroads to run to the Black Sea, and thus at any moment have had it in his power to carry all Russia in arms to meet an approaching hostile force.

11. Our railroads are, therefore, a wall of defence, and may be pronounced the preservers of the peace of our Republic.

12. So prodigiously important are our railroads, that were the companies to stop running the cars for a single week, the whole country would come to a stand still; our trade and commerce with the interior would be closed up, and our cities be filled with dismay.

13. Railroads should, therefore, be sustained, that their benefits may be properly distributed. Surely every traveler would gladly agree to pay sufficient to give them a just remuneration, and thus shield these leading lines of travel that are now almost driven to the verge of bankruptcy from so disastrous a calamity.

14. The editors of the public press are deeply interested in the permanency and success of the railroads. They carry their journals from one end of this broad Union to the other. They impart life to trade everywhere. They fill our ships with produce at the wharves, and carry from our landings merchandise to the remotest boundaries of the nation. Now and then accidents may happen, but always solely against the will of the companies. Nor should courts or juries pursue the goose that lays the golden egg and kill her.

15. Our vast country can only be traversed by railroads. They have become an institution, and cannot be abandoned. Let us, therefore, support them with a liberal if not a generous hand.

16. Congress should compensate them in a proper spirit. The Government now, by the enterprise of these companies, get swift and sure mails, and by them, too, they are virtually protected from foreign assaults upon its vast boundaries.

17. Besides, in many instances, where rails are imported, the railroad companies pay for duties on their rails more than they receive for transporting the Government mails.

18. Moreover we should look to the countless number of persons in the constant employ of the railroads, who are, even at this time, kept on duty.

19. The compensation to be paid them should be so ample as to keep their stock at par, constantly at par, and then men would not lose, whose public spirit, in many instances, urged them on to unite the vast interests of the people by iron bands in one brotherhood of affection.

20. The railroads should, therefore, act in concert, raise their tariff of charges to a just height, and not drag out an existence of feebleness, resulting in some measure from their own rivalries.

But enough for the present. The subject is an important one, and we may return to it again. Millions of money have been expended in railroads, and thousands of citizens have invested their funds in this description of property. Let us hope that the day is at hand when confidence will revive, and when by some general and enlightened system of reform and management, every leading railroad line in the nation will be able to make a fair and regular dividend. The interests of the public at large require that these important improvements should be encouraged and sustained, and not depressed or depreciated.

Extracts from Appleton's Railway Guide for April, 1860, of a Biographical Sketch of PHILIP E. THOMAS, *the founder of the American Railroad System.*

Upon the opening of the Baltimore and Washington Railroad, in the month of August, 1834, President Thomas, and the Directors of the road, with a very numerous company of invited guests from Baltimore, were, on their arrival at Washington, met by the Mayor and City Council and a large collection of citizens, among whom was General Andrew Jackson, then President of the United States, and other government functionaries. They were cordially welcomed by th Mayor in an eloquent address, in which he expressed the high gratification which the opening of the road afforded the people of Washington, and the mutual advantages it would confer on both cities. To this address the following interesting reply was made by Mr. Thomas, who said:

"It is with feelings of great pleasure that I receive on the part of the Baltimore and Ohio Railroad Company the congratulations, which, as the representative of the corporate authorities of the city of Washington, you have been pleased to offer on this occasion, and I avail myself of the opportunity to reciprocate the kind wishes and sentiments you have expressed, and to tender you the thanks of the Company for the facilities afforded by the corporation in the location and construction of the road within its limits. The Board of Directors fully concur in your estimates of the advantages of that system of internal communication of which the railroad between the cities of Washington and Baltimore is so important a link, and they look to its extension throughout our whole country, as affording the best guarantee for the prosperity of our National Union. Even to the casual observer of the map of the vast empire into which the original thirteen States have expanded under the beneficent influence of

our free institutions, the national advantages of Maryland—upon whose soil we now stand—must be apparent, and having been once included in the limits of this State, the city of Washington must feel an interest in whatever affects its happiness and prosperity. It is *in Maryland*, that the Atlantic, rolling far up the magnificent estuary of the Chesapeake, *brings its waters into closer proximity to the streams that flow into the Gulf of Mexico.* To complete the great plan of internal communication, which nature has already thus far effected, was the object of the people of Baltimore, when the company which I now have the honor to represent, first went into operation. The enterprise was novel in its kind, and the knowledge essential to its success could only be obtained by costly and patient experience. The natural obstacles that existed were, however, *less discouraging* than the *doubts and gloomy forebodings of some of the best friends of the scheme.* All doubts and obstacles have been surmounted, and the practicability of the undertaking has been demonstrated. Of the force of the difficulties here alluded to, none can better judge than the people of Washington, who have so zealously, and under such adverse circumstances, prosecuted their great work, the Chesapeake and Ohio Canal. Hitherto, however, the city of Baltimore has mainly relied on its own resources, but now the work, the completion of which we meet this day to celebrate, and in which we all have a common interest, brings to its aid a most powerful and efficient coadjutor. It unites in the bonds of mutual interest two large communities, aiming at the same point, and which have both succeeded in completing portions of the great highway of Western intercourse.

* * * * * * * *

"You have alluded to the change which is now wrought in the travel between our respective cities, since the time *when the sun both rose and set on the wayfarer, as he toiled on his journey between them. I trust the traveller to the West, who on his departure sees that luminary emerge from the bosom of the Atlantic,*

may be permitted to follow its course, so that on the same day he will witness its descent beneath the broad horizon that circumscribes the waters of the Mississippi!"

The last paragraph of Mr. Thomas' effective and eloquent address seems almost the language of prophecy; for the hours of a June sunshine are *now* more than sufficient to take the traveller, *at regular speed over the Baltimore and Ohio Railroad, from either Washington or Baltimore, to the banks of the Ohio River at Wheeling or Parkersburg!*

No account of the Baltimore and Ohio Railroad in its early stages, however brief, should be attempted, that did not embrace the names of numerous excellent men in the various walks of ability, who lent their valuable aid in forming and developing the system. Most of the engineering and mechanical contrivances that now form indispensable elements in the successful practical operation of railroads, *all over the world*, were *wholly originated in Baltimore, in connection with the early experiments on the Baltimore and Ohio Railroad.* Long, Knight, McNiel, Whistler, and Latrobe, in the Engineering Department; and Winans, Davis, Elgar, and Gillingham, in Mechanism, are but a few of the most conspicuous of the early creative minds that gave increased vitality to this great institution, and furthered the solution of the problem of "railway practice." It was to the sagacious foresight and the bold faith of Mr. Thomas, however, that the world is mainly indebted for the great results which he undoubtedly secured—or, at least, *hastened*—by his origination of the Baltimore and Ohio Railroad.

The writer of these lines does not pretend to do more, in this short and imperfect sketch, than offer his slight tribute to the services of Mr. Thomas, whose full biography is a subject worthy of a better pen, and would form a volume of general interest and of permanent value.

Mr. Willis, the poet, who recently spent a week in examining the natural beauty of the scenery and engi-

neering wonders of the road, appropriately and prettily says:

"To make Baltimore the front door to the great Cathedral of the West, with a railroad to the Ohio for the entrance to the broad aisle, (the aim and successful achievement of the Baltimore and Ohio Railroad,) was the 'THIRTY-ONE-MILLION-DOLLAR IMPROVEMENT' which we were kindly invited to take a look at. *It is the greatest single enterprise of modern times; but it is curious that the man whose far-seeing and marvellous belief is now acknowledged and honored as the main lever which achieved it, is of the same name as the Scripture-famed apostle of unbelief*—THOMAS! Not only that, but but it is PHILIP Thomas—Philip having been the other apostle of whose limited faith our Saviour made an example, in the question before the miracle of bread. Truly, this great man has retrieved the names of the two hesitating apostles!"

Mr. Thomas has lived in close retirement since he left the road, but is yet enjoying good health and cheerfulness at his home in Baltimore, where, at the advanced age of 84, he still watches serenely, but with unabated interest, the continued wonderful development of the great Railway System, in the origination and perfection of which he spent a large fortune, and ten mature years of his valuable life.

[From the New York Courier and Enquirer and Baltimore American.]

RAILROAD MANAGEMENT—ECONOMY AND SAFETY OF MODERATE SPEED.

GENERAL RAILROAD CONVENTION.

IMPORTANT PROCEEDINGS IN THE GREAT RAILROAD CONVENTION AT BUFFALO.

BUFFALO, March 19, 1859.

The Convention of the four Atlantic Railroads and their Eastern and Western Connecting Lines, adjourned last night after a three days session. The attendance was the largest yet observed at any similar meeting, and some fifty Roads were represented, by over two hundred delegates, embracing a large array of business talent and general intelligence, evidently much above that shown at mere political Conventions.

The chief object in view was the agreement upon a general arrangement of Time-Schedules of Passenger trains between New York and the leading cities of the West, to which the rival lines converge.

Besides this, however, a great interest was felt in the course to be pursued by the four lines in regard to the St. Nicholas compact, from which Mr. Moran of the Erie had given notice of his withdrawal on the 20th instant. Messrs. Corning, Dean Richmond, Chedell and others appeared for the Central; Moran for Erie; Cass of Pittsburgh, for Pennsylvania; and Garrett for Baltimore and Ohio Roads. The Boston and Worcester, and Great Western lines, the Canadian and Cleaveland, and Chicago interests had full and able representations. Judge Jewett of the Steubenville, was the only prominent and active southwestern exponent from beyond the Ohio, while John Brough embodied the Bellefontaine interest.

Much diversity of opinion and action was evident from the first, but a general disposition to reconcile matters was shown, until it became evident that no

thorough union could be effected. Among the causes for this, were the introduction of the new line between New York and Chicago formed by the Pennsylvania and Fort Wayne Roads, and the bold stand of the Baltimore Road for moderate speed. The two Southern lines charged the New York Central with defeating the wishes of a majority of the interests represented, by its influence in preventing an agreement on a common starting time, and a moderate speed. The Committee of twenty finally reported that it had agreed on 8 A. M. from New York, the Erie and both Southern Roads uniting, but Hudson River Road declared in Convention that it would not regard it, and with Central, would start at six, and allow no longer time to Chicago or Cincinnati, thus placing other lines at disadvantage. The result was, that GARRETT, of Baltimore, offered a call of separate Convention of Southwestern Lines from New York and their connections, to be held at Columbus, Ohio, on 23d instant. This call was signed by officers of fifteen roads, and embraces new elements, in the New Jersey, Camden and Amboy, Allentown, Philadelphia and Baltimore, Marietta, and the Kentucky Roads.

After this, a separate meeting of the N. Y. Central and its leading connections to Chicago, &c., was held, and a schedule agreed on to suit themselves. The Roads South and west of Columbus are not embraced in this arrangement, but await the action of Columbus meeting. The time agreed on by Central and Chicago is 37 hours, or one hour and forty minutes less than the quick time of last summer.

The debates in general public meeting were very able and animated. CASS, JEWETT, MORAN and GARRETT on the one hand, and BROOKS, HAMMOND, BROUGH, and BLISS on the other, are all men of capacity and force. CORNING or RICHMOND did not say much, but were active in consulting and advising their numerous friends in the Convention.

Mr. Cass, in the course of his speeches, called upon Moran to explain why the St. Nicholas agreement was dissolved. The latter was understood to say that the Central Agents had early in March secured all the Northwest freight in the East by making contracts at ruinous sacrifices, in direct and wholesale violation of the compact. An immense trade had thus been taken in advance. The rate for this is understood to have been put down to thirty cents per hundred pounds from Lake Ports to New York, whild the agreed rate was fifty or more—the object being to compete with the Canal as well as the Erie Road.

Mr. Hammond, of Chicago, entered into a general defence of the Central policy, both regarding time-tables and St. Nicholas agreement. No wonder, said he, the Southern lines favor that arrangement, since it has proven so great an advantage to them. The agreement was broken because it was unfair to the Northwest, and had worked to their injury. He declared that the Baltimore and Ohio Line especially had gained by the contract, and that Baltimore City had shared in this profit. The merchant of the West or Northwest, who made his purchases in New York, had been obliged to pay from three to six dollars per ton more for his freight from that city to destination, than from Baltimore, thus directly enhancing Baltimore interests, to the disadvantage of those of New York. As to the Time Tables, said Mr. H., the Baltimore Road had wanted to fix a starting hour and speed by all lines to suit its own views and interests, although this was almost the first time it had been invited to a General Time Convention. The Hudson River Road was one hundred and fifty miles long, yet it must not determine the hour of departure from New York, while the Camden and Amboy, about ninety miles only, could fix the hour as a connection of the Pennsylvania Road. This was, he thought, both inconsistent and unfair.

Mr. Hammond spoke with earnestness and effect, and was replied to on the time point by Mr. Durand, of Cincinnati, and by Mr. Garrett.

The leading views of the Southern Lines were presented by Mr. Garrett, of Baltimore, who made several speeches, and with evident effect. As a new man in these general meetings, and on account of the boldness and force with which he spoke, his efforts enlisted much attention from the delegates and the outside audience. The following is about the scope of his remarks, though not in the exact language, or in the order observed by the speaker :—

What continues, said Mr. Garrett, to be the position of the New York Central Company? It has, according to the statement of the President of the New York and Erie,—which I understand can be fully substantiated—recklessly and grossly violated the compact, by contracting for freights largely under the agreed rates; and now it presents its determination to force fast speed upon the Railroad interests of the country. What reason—what apology—for this? A great progress in reform in Railroad management, and immense increase in the net results from Railroad property was inaugurated, and has been secured, by reducing to a moderate speed the trains of the great lines. The valuable effects of this policy, all know—as every party connected with working Railroads fully understands that the combined action of weight and speed causes, in mathematical proportion to their increase, wear and tear, and consequent expenses for the maintenance and repairs. Have not these schedules been worked most successfully? Have connections ever been more regularly made? Have the lines ever been more free from accidents? Have the public ever been better served and satisfied? Who, therefore, desires fast speed? Surely not those whom we directly represent—our stockholders in the great lines—nor the public.

Whence, then, this determined policy of the New York Central, in absolute opposition to the three other Atlantic lines, to force a speed to Chicago of 35 hours, instead of the present schedule, 45, and to Cincinnati, 32½ hours, instead of 38. A compromise could have been effected on 35 and 39 hours respectively, but it is practically rejected, and the New York Central insists upon, and is responsible for the annihilation of the great conservative principles of the St. Nicholas agreement, and with unhesitating persistency again opens the Pandora's box of evils to arise from reckless and suicidal competition. Why, Mr. Chairman, does it adopt this course? Calmly

observing its action, uninfluenced by personal and local antagonisms, that appear to govern its managers, I can perceive but one solution regarding their aims, and can foresee but one character of most serious results from their policy.

1st. The extreme speed of passenger trains is one of the elements by which it appears to have calculated to destroy the financial results and recuperative power of the New York and Erie Road. Grant the New York Central full success in such supposed designs, what will be the consequence? The Erie Road can not be annihilated. It is an existing fact—necessary alike for the important local interests it accomodates, for the necessities and advantages of the commerce of New York, and for the protection of the immense capital invested in its construction. Its stockholder interest may be crushed to utter ruin. What follows? The New York and Erie will still exist, but upon a basis of capital of probably 19 millions of dollars, instead of 38 millions, and thus become, with profit to its owners, the most formidable and fearful adversary to the permanent interests of the stockholders of the New York Central Road.

2d. The New York Central has contracted, in direct violation of the agreement, for large quantities of eastward bound freight at immense reductions in rates, avowedly for the purpose of preventing the Erie Canal from obtaining even a portion of this heavy business. To whom does that Canal belong? Will the State of New York, with the enormous capital it has invested in the Canal permit its business to be thus illegitimately diverted. Lower tolls on the Canal, and a tonnage tax on the New York Central Road, loom up under the pursuit of such a policy in the early future, as imminent.

Such, is my view, irrespective of the instant effects of reduced earnings, are the perils of the present action to the owners of the New York Central property. On behalf of the Baltimore and Ohio Company I have no favors to ask. No Company on the continent presents more attractive features for business, both for passengers and freights. Its road and machinery have been thoroughly maintained and improved, and are in the best and most effective condition. Its management have directed their energies and abilities to the development of its local trade and resources, and to the most rigid and careful economy of detail in its expenditures. The fruition indicates, in a most gratifying degree, what can be accomplished by a judicious system, and further indicates

the great value of the leading Railroad properties of the country, if their affairs be administered upon economical and proper conservative principles. During the five months from September 30th, 1858, to February 28th, 1859, the gross revenues of the Baltimore and Ohio Road decreased, as compared with the corresponding months of the preceding year $15,816 41, whilst the working expenses have been so reduced as to present, for that period, an increase of the net earnings of $518,-358 50.

A jealousy has been exhibited by the New York Central Company of the comparative revenues, under the St. Nicholas, compact, of the Southern Roads. The Pennsylvania and Baltimore and Ohio Companies yielded a portion of their natural advantages, in order to harmonize and arrange the contract. Their better Revenues flow from a different cause. The main improvement in the Baltimore and Ohio has arisen from its local traffic, and is thus derived from sources that the New York Lines cannot reach or affect.

Those astute gentlemen overlook, however, the origin of the relative prosperity of the Southern Lines, as derived from other than local traffic. Is it not a fact that for several consecutive years the crops of the Northwest have failed, and that, combined with the small product of cereals, low prices have ruled, and consequently that entire region has little surplus and a much contracted trade?

The South and Southwest, on the contrary, have for years enjoyed large crops, particularly of the leading staple, cotton, for which very remunerative prices have been obtained. Thus, that region is rich and prosperous, and its business extensive. The direct line from New York for this trade is by the Baltimore and Ohio Road.

It is important to the commerce of that city, to use this direct and reliable route to that section of the country, in connection with which New York is now transacting its most lucrative business. It is true, sir, that Baltimore does enjoy a most desirable location on the southwest line. Situated at the head of the noblest indentation of the Atlantic—the Chesapeake Bay—it commands economical water carriage almost to the base of the Alleghanies, and thus reaches by a short line, the most commanding points on the Ohio river. The merchants of New York and the southwest are aware of the triple routes, and their advantages between that city and Baltimore, namely, a first-class Railroad, a sea Propeller,

and a Canal line. These will continue to be used, and no policy of the New York Central road, can ignore nature, and the geographical advantages of the Baltimore and Ohio Road and the city of Baltimore. Our Company has water on the east and west, and perfectly equipped and efficiently worked railroad connections with all competing points. Being thus strong in position, and working the road economically and successfully, we have no apprehensions as to our perfect ability to maintain our position and command, relatively, an amount of business, at least fully equal to that transacted under the contract.

The agreement has been useful, when the aggregate of the business has been so comparatively light, in protecting rates and ensuring better remuneration for the service performed. If not acted upon with integrity it is undesirable. The Baltimore Company has faithfully complied with its obligations, and has no responsibility for its abrogation by bad faith, and by violations of its provisions.

The attempt to maintain rates on freight it is supposed will amount to nothing, because the parties have no confidence that they can be kept up. It is evident that there are sad times ahead for Stockholders in Railroads, as a general scramble for business, low rates, high speed, and large expenses seem likely to be the order of the day. Much interest now centres in the Columbus meeting on next Wednesday, although no new general compact is likely to be undertaken there.

From the Baltimore American, June 10, 1859.

THE RAILROAD WAR.

Statement of President Garrett—The Local and Geographical Advantages of the Baltimore and Ohio Road—Comparison of the Result of the Contest.

The following statement, made to the Board of Directors of the Baltimore and Ohio Road on Wednesday last, will be read with interest:

Mr. Garrett, addressing the Board, said:

On the 13th April the President presented his views regarding the policy to be maintained by the Baltimore

and Ohio Railroad Company, on the crisis arising from the extraordinary positions assumed by the New York Central Road, and the course he had felt it his duty to pursue in competition with the Atlantic lines, for the protection, in a comprehensive view, alike of the interests of the company and of the city of Baltimore.

He had the satisfaction of receiving the unanimous approval of the Board of his action and the policy indicated. Notwithstanding the general disapproval manifested by the press at the North, as well as the South and West, and it is understood by a large portion of their stockholders, the managers of the New York Central Company have continued their Quixotic crusade against the city of Baltimore to an extent which, whilst generally damaging railway property, is rapidly developing in such a contest the relative weakness of that line, and the strength and advantages of the Baltimore and Ohio Railroad and its terminus.

It is due to the magnitude of the interests involved that a distinct statement should be presented, of the issue made by the New York Central Company; and of the position occupied and maintained by this Company, and the facts and reasons governing the latter, so that the serious responsibility of continuing a state of things producing most disastrous results to vast amounts of railway property, shall be properly placed. The New York Central Company demands that the rates from New York, Boston, Philadelphia and Baltimore, to the commercial centres of the West and Southwest, shall be the same. The illustration of the case, in connection with the city of Baltimore, will exhibit the fallacy and absurdity of the principles announced. Cincinnati, as the leading city of the Ohio valley, has commanded the most attention in the discussions of the conventions of the four lines. What are the relative positions of New York and the New York Central Company, and Baltimore and the Baltimore and Ohio Company, to that city?

The distance from New York, via the New York Central Road, and the shortest railway line to Cincinnati, is.....880 miles

The distance from Baltimore by the shortest railway line to Cincinnati, is.....582 miles

☞Leaving the difference in favor of Baltimore 298 miles

The entire length of the New York Central Road from Albany to Buffalo, is.. .....298 miles

It therefore clearly follows, unless the New York Central Road concludes to render the service for its entire length, without any remuneration whatever, that if the connecting roads of the Baltimore and Ohio Company in Ohio, can work at the same rates as the connections of the New York Central, it must abandon this demand. It has claimed great relative advantages during the season of river and lake navigation, and economy of working arising from low grades, &c.

What are the facts? Assume the use of the Hudson river to Albany, and of the Lake from Buffalo to Cleveland, yet the actual rail transportation is, viz:

On New York Central Road	298 miles
And from Cleveland to Cincinnati	255 "
	553 miles
Whilst from Baltimore to Parkersburg, on the Ohio river, 200 miles below Pittsburg, the distance is but	383 miles
Which deducted, leaves	170 miles

Exhibiting the transportation by rail from the city of New York, in favor of the Baltimore route of 170 miles, by using the canal or sea from New York to Baltimore, making the Baltimore and Ohio line the cheapest from the city of New York, and proving, conclusively, the absolute advantages of the location of Baltimore.

The errors of that company are still more glaring as to the relative ability for an economical working. The subjoined statement furnishes the cost of fuel of the New York Central, and Baltimore and Ohio roads, for the past three fiscal years, derived from the annual reports:

	Cost of Fuel to B. & O.	Cost of Fuel to N. Y. C.	Difference.
1856	$201,669.39	$768,583,21	$566,913,82
1857	209,665.15	847,853.14	638,187.99
1858	167,550.64	766,903.37	599,352.73
	$578,885.18	$2,383,339.72	$1,804,454 54

Average difference per annum.....$601,484.84

In consequence of the inexhaustible supplies of bituminous coal, at almost nominal prices, and of the most desirable character for the generation of steam, upon a large portion of the road, the Baltimore and Ohio Com-

pany has a permanent advantage over that company in this great economy, which has proved to average an amount exceeding $600,000 per year—a sum equivalent to dividends of 6 per cent. on the capital stock of this company.

During the month of April, notwithstanding the low rates of transportation forced upon the railway interests by the New York Central Company, the net profits of this road were satisfactory—the working expenses being but 47 per cent. The results for the past month are still more remarkable and interesting.

All the power of that great corporation, which for many years so largely dictated and controlled the railway policy of the country, has been wielded adversely for the interests of this Company, and the fruition is a large reduction in its own revenues, combined with immense losses through low rates arranged by its authority and dictation, whilst a decided increase of the revenues of the Main Stem of this road has been realised, as well as a slight aggregate increase of the entire revenues of the Company beyond the same month last year.

Combined with this extraordinary exhibition of the relative success and power of the Baltimore and Ohio Road is the fact that with all the disadvantages, the working expenses for the month were but 44.76-100 per cent.

The public has practically approved the policy of the Company in reference to the reasonable and safe speed of passenger trains. Thus whilst the New York Central has adopted a speed, deemed by this Company reckless, dangerous and costly, in connection with which most serious results have occurred, involving in that road loss of life and limb, this Company has maintained a speed of 25 miles an hour, without accident, making regular connections, and fully preserving its business at large advantages; also, of economy in running.

The developments, therefore, exhibit the ability of this Company to maintain its platform of protection of all the great interests confided to its charge, the commercial and geographical rights of Baltimore and its dividend earning capacity for its stockholders.

As this policy has met the cordial sanction and support of the community, its shareholders and the Board, the Executive deems it proper to announce his continued determination to enfore and maintain the just advantages and rights of the city of Baltimore and of the Baltimore and Ohio Road.

[From the Baltimore American of January 31, 1860.]

RAILROAD DISCRIMINATION.

As the subject of Railroad freight charges is one of special interest at this time, we present the following views concerning it, which are taken from the last issue of an intelligent and apparently disinterested journal, the American Railway Times at Boston.

RAILWAY FREIGHT CHARGES PRO RATA.

One of our New York contemporaries, the Railway Review, leads off in tremendous style upon the above subject in the number of January 12th, heartily approving of the charge pro rata, which it did not regard as unfavorable to the interest of stockholders, but the contrary. In the succeeding number, however, the whole leader is disowned, with the assertion that it would not have been published had the "Board" been aware of its nature.—We hope that we understand our contemporary and the "Board" right, as disbelieving in toto the wisdom and justice of pro rata charges; for, we hold that no principle of railway management exhibits more ignorance in its holders and is more disastrous in effect than the making the charge for transporting freight depend solely upon its mileage. The second clause of the majority report of the Legislative Committee of the New York Assembly, as published by us some months since, carries within it more ignorance and more nonsense than we should hardly believed it possible could be expressed in so few words, even by a Legislative Committee; here it is:—"That railways shall impose rates for freight at a sum certain, per mile, long or short distances, pro rata. Now within that clause is the upsetting of the whole railway system. Upon that clause an able writer justly observes:

"Should the Legislature see fit to adopt and enforce the rule here prayed for, we must in common fairness insist that it be made universal; so that every manufacturer shall be obliged to sell a coat pattern at the lowest price per yard that he will accept for a thousand bales of the same fabric, and the merchant supply a quart of molasses, a pound of sugar, a stick of logwood, a nutmeg, a quart of beans, or jack-knife, at the lowest price for which he would sell a like article in the largest quantity. But, since we are not able to do our own business accord-

ing to the principle here indicated, but do and must sell copies of our journal by the hundred or thousand at lower rates than we do or could afford to sell them singly, we cannot be instrumental in forcing upon others a rule by which we could live ourselves. Nay: as the cost of freight transportation on Railroads is manifestly made up in part of the loading and unloading—as twenty lots of goods carried fifteen miles each must cost the company more than one lot of just such goods carried three hundred miles—we must wholly decline to countenance in any way the legislation asked for by this proposition.—Its injustice and inequality must be palpable to every unprejudiced observer.

That a railway should be of the maximum benefit, we hold that it ought to regard both its own welfare and the good of the country through which it passes; and we hold that there is no more direct and equitable mode of accomplishing this double object than to charge less per ton per mile for long than for short distances. Indeed it is mathematically demonstrable that pro rata charges are ruinous both to the country and to the road—for whatever acts upon the welfare of the country reacts upon the welfare of the road.

The object of the railway company being of course to make the difference between gross earnings and expenses, or the profit, (or nearnings,) the most possible, and still not unduly tax the local or through traffic, we must understand precisely what it is that affects these two elements, receipt and expense, that we may at once augment the former and reduce the latter. A careful study of the detail of the working expense, with a comparison of the costs of fuel and of engine repairs upon different roads, as affected by the design and use of the machinery, with close attention to the form and character of the permanent way, will show us how to decrease expenditure; as witness the operation of the Illinois Central railway for the past two years, where in the single department of machinery the expenses on 708 miles were reduced over $80,000.

With the receipts, however, we cannot work so directly as upon the expense, because outside influences are so great. The receipt depends upon the distance freight is carried, upon the number of tons transported, and upon the charge per ton. The only one of these three elements which is controlled by the railway company is the third; as we cannot say how many tons shall be transported, nor how far they shall go. We can, however, by

modifying the tariff, attract more traffic, and we can induce the transport of produce from a longer and longer distance from market as we reduce the rates more and more. There is, however, a certain rate at which the net proceeds are a maximum, and to depart from which, either higher or lower, reduces the receipts. If we carried freight for nothing we should do a very large business, and our expenses would be a maximum, while the receipts would be nothing. If we charge so large a price that no produce can bear it, we should still have a considerable expense and our receipts would be nothing. Somewhere between these extremes there is a charge where the difference between the gross receipt and the expense is the greatest possible, and this place it is the object to hit. To give an equally fair chance to the persons who live at a long distance from the market with those who live at a short distance, we should charge them less per mile for transport of freight than we do the latter; and fortunately the nature of the question is such that in giving this chance to the long distances, we at the same time very much augment the gross receipts. The expense per mile incurred in working a railway, decreasing as it does as the distance becomes longer, gives us the power of drawing the same profit per mile from long as from short distances, without charging so much for the former as for the latter. By decreasing short rates we do not render nearly so much country tributary to railway as by decreasing long rates. Indeed, where with a uniform tariff of 6.64 cts. per ton per mile, upon a railway sixty miles long, running through a good agricultural district, the gross receipts would be $1,255,680, with a graduated tariff ranging from 16 cts. per ton per mile for ten miles, to four cts. per ton per mile for 60 miles, the receipts would be $3,396,492.

That a correct tariff should be graduated and not pro rata for the different distances, is admitted by all who know anything whatever of railway matters—but the exact scale or rate of graduation is a nice matter to settle. To be fair with long distances, we should not extract therefrom a greater profit per ton per mile than upon short ones, and how much less we may charge per ton per mile and yet get as much profit from the long as from the short distances, will be seen approximately by the following figures:

We select the last report of the Pittsburg, Fort Wayne and Chicago railway, because that it is the only one in which we remember to have seen any division of work-

ing expenses into the parts which are dependent and which are not dependent upon the amount of traffic moved. From this report we find that the average distance travelled by a ton of freight was 120 miles; that the average cost of transport per ton per mile was 0.96 cents, and that the ratio of what the Superintendent Mr. J. H. Moore, calls the constant expense, to the whole, is 24.71 or 34 per cent. The distance, 120 miles, at 0.96 of a cent per mile gives as the cost of moving a ton of freight 120 miles, 115.2 cts; of which 34 per cent. or 39 cents are constant, while the remaining 76 cents are to be divided by the distance, 120 miles, giving as the actual cost of moving the load 0.63 cents per ton per mile: whence for different distances we form the following table:

Miles.	Constant.	Variable	Total.	Per mile.
10.....	39	10x0.63	45.30	4.53
20.....	39	20x0.63	51.60	2.58
30.....	39	30x0.63	57.90	1.93
40.....	39	40x0.63	64.20	1.60
50.....	39	50x0.63	70.50	1,41
60.....	39	60x0.63	76.80	1.28

And from the last column we deduce:

Miles.	Cost pr, ton per mile.	Profit per ton per mile at a uniform (pro rata) charge of four cents.	Charge per ton per mile to secure a constant profit for all distances of one cent.
10.....	4.53	—0.53	5.53
20.....	2.58	1.42	3.63
30.....	1.93	2.07	1.92
40.....	1.60	2.40	2.60
50.....	1.41	2.59	2.41
60.....	1.28	2.28	2.28

That is, if we charge pro rata to the distance, we draw nearly a six times larger profit per ton per mile from a person who labors under the disadvantage of living at a long distance from market, (60 miles,) than we do from a man living at a short distance, (10 miles.) Column four shows us that even extracting the same profit per ton per mile from a person at 60 miles, we should charge him only 41 per cent. as much per ton per mile as we do a person at 10 miles.

Upon a railway sixty miles long the relative areas of territory accommodated by a uniform, and by a graduted tariff, are respectively 2,616 and 8,577 square miles. Let the members of the New York Legislature go home to their respective callings, and let the merchant conduct his wholesale and his retail business upon the same prices; the ship owner make his rates for passenger traffic the same per mile from New York to Boston and from New York to Liverpool: the hotel keepers charge transient and permanent boarders the same per day; let professional gentlemen charge pro rata per hour of mental labor; and the next year when they take their seats in the Assembly, let them, with the light and experience they have gained, reconsider the policy of making the New York Central Railway charge pro rata for its freight. Finally, let the farmers who raise crops in Western and Central New York, on land which has its very existence (commercially) from the iron ways which connect it with the markets, look carefully at the effect of pro rata charge upon the value of their produce, before they vote to annihilate the avenues of transport.

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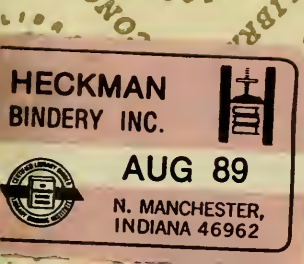

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